

# Memo



**Date:** May 8, 2015

**To:** City Council

**From:** Denise Lathrop, AICP – Community Development Mgr.

**Cc:** *Tony Piasecki, Bonnie Wilkins, Dan Brewer, Nikole Coleman*

**RE:** *Council Review Draft of the 2015 Comprehensive Plan Update*

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Greetings Council Members:

Attached for your review is the City Council Review Draft (redline version) of the 2015 Comprehensive Plan update. On 4/09/15, the Mayor outlined the following process and timeline for obtaining Council comments on the Comprehensive Plan update:

1. Staff to provide Council with a redline version of the Comprehensive Plan update by May 8<sup>th</sup>;
2. City Council will provide written comments back to staff by May 22<sup>nd</sup>; and
3. Staff will prepare associated amendments for consideration at the public hearing which is scheduled for June 11, 2015.

Proposed amendments to each of the Comprehensive Plan elements have been discussed with the respective Council Committees as well as the full Council. City Council was also briefed on the proposed format and structure for the 2015 Comprehensive Plan that included the following:

- Formatting: update text and layout, add color and pictures, remove numbered paragraph format, and make text more concise and reader friendly (e.g., Healthy Des Moines Element).
- Background Sections: update to clarify purpose, streamline text, remove numbered paragraph format.
- Goals/Policies: remove duplicative language, combine like policies, improve layout, make goal/policy/strategy numbering consistent between plan elements.
- Strategies: rename “Implementation Strategies,” remove duplicative language, streamline.
- Overall: create a positive tone and remove negative language.
- Replacing the General Planning Element with a Vision Statement for the City and general introduction to the Comprehensive Plan.
- Removing the Community Character Element and adding relevant goals, policies and implementation strategies to the Land Use Element.
- Adding an Economic Development Element or Economic policies to the Land Use Element.

Staff comments and policy questions for Council consideration are noted in the margins. A few items of note include:

- Land Use Element: Figures 2-1 through 2-9 are being updated to reflect the current preferred land use designations.
- Transportation Element: Council may want to amend Figure 3-5 to reflect the current position regarding the location of the light rail alignment.
- Parks, Recreation and Open Space Element and associated figures will be updated after completion of the Parks, Recreation and Senior Services Master Plan update.
- Housing Element: Staff is currently working with PSRC regarding the housing needs assessment.

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## Chapter No 1: Introduction

The Des Moines Comprehensive Plan is a 20-year plan that articulates our community’s vision and values about how we will grow into the future. The goals, policies and implementation strategies included in this Plan provide a basis for the City’s regulations and guide future decision-making. The Plan also addresses anticipated population, housing and employment growth, and how facilities and services will be maintained or improved to accommodate expected growth between now and the year 2035.

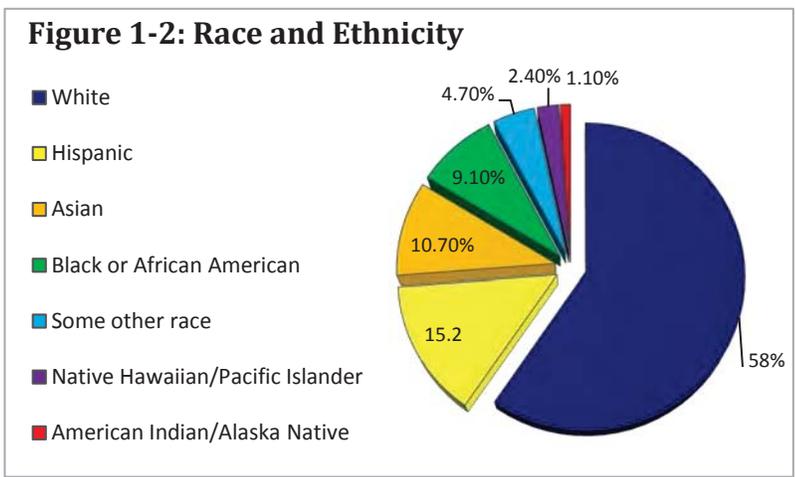
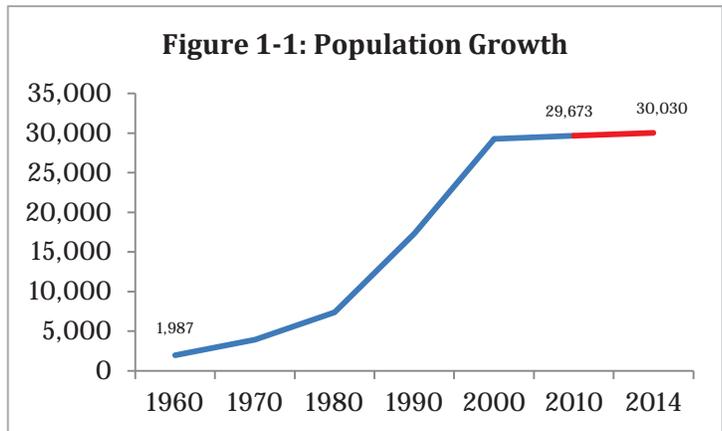
This Introduction section provides information about our community, our Vision for 2035, and a description of the comprehensive planning process.

### OUR COMMUNITY

The City of Des Moines is situated along Puget Sound midway between Seattle and Tacoma, Washington. Geographically, the City is long and narrow (6.3 miles long and 2.1 miles wide) and covers 4,340 acres.

Des Moines was incorporated on June 17, 1959 and is currently developed as a suburban residential community. Between the time of incorporation and year 2000, the City experienced significant growth which was primarily the result of annexations from King County. In more recent years, the City has experienced minimal growth.

According to the 2010 United States Census (2010 Census), Des Moines had a population of 29,673 and was the 41st largest city in the state and the 12th largest city in King County. As of April 1, 2014, the Washington State Office of Financial Management estimated the City’s current population at 30,030. Figure 1-1 shows the growth trend over the past 53 years.



With each passing year, Des Moines is become more diverse both in age and ethnicity. Per the 2010 Census, the median age in Des Moines was 38 years old and nearly 18 percent of the population was age 62 or older. Figure 1-2 shows the racial makeup of our community at the time of the 2010 Census, which is roughly 58% white, with the Hispanic population at 15%, followed by Asian at 11% and Black or African American at 9%.

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According to the 2013 American Community Survey by the US Census Bureau, the median income for a household in the city was \$59,799 while the per capita income for the city was \$27,056 and about 15% of the population was living at or below the poverty level. Major employers in Des Moines are the Highline School District, Highline College, the City of Des Moines and two retirement centers.

### LOOKING FORWARD TO 2035

The mission of Des Moines City Council is to “protect, preserve, promote and improve the community by providing leadership and services reflecting the pride and values of Des Moines Citizens.” Looking forward to the year 2035, the City Council’s vision is for Des Moines to be:

***“An inviting, livable, safe waterfront community, embracing change for the future while preserving our past.”***

Growth and development within Des Moines are influenced by activities outside the city, including: state regulations; regional economic trends, development plans, transportation systems and commuting patterns; development within bordering jurisdictions; and local influences such as Sea-Tac Airport and Highline College.

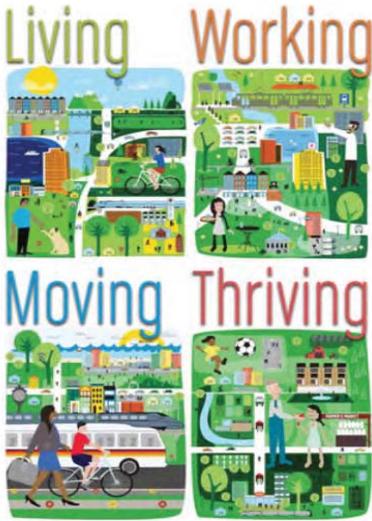
By year 2040, the Puget Sound Region is expected to add 5 million people and 3 million new jobs. This growth is being allocated to the four-county region – King, Pierce, Snohomish and Kitsap Counties. King County will need to accommodate 233,077 new housing units and 428,068 new jobs which it has distributed to its Metropolitan Cities, Core Cities, Larger Cities, Small Cities, and Urban Unincorporated areas in the form of “growth targets”. Des Moines falls within the “Larger Cities” regional geography.

***Des Moines needs to plan for an additional 3,000 Housing Units and 5,000 New Jobs.***

As we plan for our future, we need to consider how we can grow in ways that support economic development and job growth; create strong neighborhoods with a range of housing, commercial, and transportation options; and achieve healthy communities that provide families with a clean environment.



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### THE COMPREHENSIVE PLAN

The *Des Moines Comprehensive Plan* serves as a roadmap that expresses our community's goals and aspirations for how we want to grow and prosper into the future. It is the City's official policy guide that defines—through goals, policies and implementation strategies—how Des Moines should best accommodate forecasted household and job growth, manage traffic, and provide open space, and recreational opportunities and other vital services. The plan is "comprehensive" in both scope and coverage. It addresses the use of land and buildings, the movement of traffic and pedestrians, the provision of parks, schools, and public facilities, and protection of the environment. It also addresses residential neighborhoods, commercial areas, public and institutional lands, and public rights-of-way. It provides a guide for public investments and capital improvements, and can help to ensure that local public dollars are spent wisely. Finally, the comprehensive plan serves as a marketing tool to promote Des Moines' unique assets, and help to attract new families, businesses, investment and development to our community.

As a companion to the Comprehensive Plan, the Des Moines Municipal Code along with other Federal and State regulations provide the requirements for the permitting, development and use of land and buildings that implement many of the goals, policies and implementation strategies contained in the Plan.

#### Relationship to the Growth Management Act

The State of Washington adopted the Growth Management Act (GMA) in 1990. This legislation requires comprehensive plans to include specific elements; obligates cities to adopt implementing regulations and counties to develop Countywide Planning Policies (CPPs) to address regional issues; and establishes protocols and deadlines for these tasks.

The GMA sets out fourteen statutory goals that guide the development of comprehensive plans. For a plan to be valid, it must be consistent with these goals and the specific requirements of the Act. Consistency, in this context, means that a plan must not conflict with the state statutory goals, CPPs, or plans of adjacent jurisdictions. The fourteen statutory goals identified in the state legislation are summarized as follows:

- Guide urban growth to areas where urban services can be adequately provided;
- Reduce urban sprawl;
- Encourage efficient multi-modal transportation systems;
- Encourage the availability of affordable housing to all economic segments of the population;
- Encourage economic development throughout the state;
- Assure private property is not taken for public use without just compensation;
- Encourage predictable and timely permit processing;
- Maintain and enhance natural resource-based industries;
- Encourage retention of open space and development of recreational opportunities;
- Protect the environment and enhance the state's quality of life;

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- Encourage the participation of citizens in the planning process;
- Ensure adequate public facilities and services necessary to support development;
- Identify and preserve lands and sites of historic and archaeological significance; and
- Manage shorelines of statewide significance.

### **Relationship to the Countywide Planning Policies and Vision 2040**

As part of the comprehensive planning process, King County and its cities have developed Countywide Planning Policies. These policies were designed to help the 39 cities and the County to address growth management in a coordinated manner. The policies were adopted by the King County Council, and subsequently ratified by cities, including the City of Des Moines. Taken together, the CPPs try to balance issues related to growth, economics, land use, and the environment. Specific CPP objectives include:

- Implementation of Urban Growth Areas;
- Promotion of contiguous and orderly development;
- Siting of public and capital facilities;
- Establishing transportation facilities and strategies;
- Creating affordable housing plans and criteria; and
- Ensuring favorable employment and economic conditions in the county.

In addition to the GMA and CPPs, Des Moines' Comprehensive Plan is guided by the multi-county policies of Vision 2040, the regional plan developed by the Puget Sound Regional Council. Vision 2040 is an integrated, long-range vision for maintaining a healthy region by promoting the well-being of people and communities, economic vitality, and a healthy environment. It contains an environmental framework, a regional growth strategy, and policy sections that are guided by overarching goals, implementation actions, and measures to monitor progress.

### **Why is the Comprehensive Plan important to me?**

The Comprehensive Plan is used as a guide to decide where housing and business growth should occur, what transportation system and public services we will have to support the growth, what types of businesses and jobs we want to encourage, what types of housing we should have in the community, how we can protect our environmentally sensitive areas and what values we want reflected in the character of our community. The Plan is the basis for zoning, which in turn guides development permits in the City.

### **How is the Comprehensive Plan used?**

The Plan sets the framework for the City's land-use pattern and what uses are allowed where. It also provides for the basis for regulations such as zoning, building height, landscaping, sign standards, protection of streams and wetlands, and other development regulations. The Plan is also the policy basis for decisions in reviewing development projects and mitigating impacts under the State Environmental Policy Act.

### **Who decides what the Plan says?**

The City engages the community to develop a shared vision based on common values, desires and goals. Public meetings and hearings are held to obtain public comment on the draft Plan. The City Council takes the public comments and testimony into consideration before approving the final Plan.



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### Chapter 2: Land Use Element

#### BACKGROUND AND CONTEXT

The Land Use Element (LUE) addresses the general location and distribution of land uses within the city of Des Moines, the design and quality of the built environment, and provides the framework for other Plan Elements that guide aspects of land use such as Transportation, Conservation, Capital Facilities, Utilities, Public Services, Parks, Recreation, Open Space, Housing, Economic Development, and neighborhood subareas. The goals, policies and strategies listed in this element are meant to promote land use decisions and zoning to create future development opportunities in suitable locations for the next 20 years.



Des Moines needs to plan for an additional 3,000 housing units and 5,000 new jobs by 2035. As we plan for our future, we need to consider how we can grow in ways that support economic development and jobs; create strong neighborhoods with a range of housing, commercial, and transportation options; and achieve healthy communities that provide families with a clean environment.

Des Moines is a highly developed community with established patterns of land use. Primarily developed as a suburban residential community, the City is poised to evolve into a vibrant urban center. Diversifying our local economy and attracting new development will enable Des Moines to sustain itself in the future by providing a range of jobs, housing, business and lifestyle choices within our community as well as the broader Puget Sound Region. This will help to strengthen the financial health of our community and reduce the tax burden on single family property owners.

The City is divided into nine neighborhoods, each providing a mix of population, housing, commercial opportunities, and amenities (Figure LU-1). Residential neighborhoods provide a range of housing type, size, style, and affordability. The Marina District and Pacific Ridge Neighborhoods serve as the City's primary mixed-use commercial centers while the North Central Neighborhood and the Pacific Highway South Corridor provide opportunities for larger scale commercial and light industrial development.

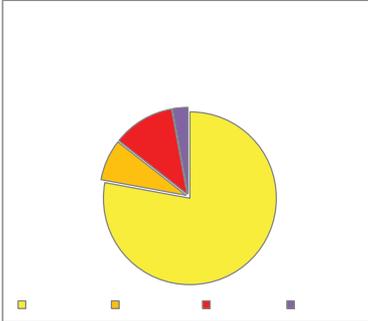
The Comprehensive Plan Preferred Land Use Map (Figure LU-2), identifies the preferred land uses and densities recommended for each area of the city. These designations help to achieve the City's vision by providing for sustainable growth that provides housing choices; locates population centers adjacent to transit and services; provides areas within the city to grow businesses, services, jobs and entertainment; respects existing residential neighborhoods; includes appropriate transitions between uses with differing intensities; safeguards the natural environment; and maintains Des Moines' sense of community.

Exhibit 2-1 shows the percentage of the City's land area allocated to these use designations. Land use assumptions were developed utilizing the Puget Sound Regional Council growth targets and Des Moines Buildable Lands data provided in Appendix A. As indicated by the Buildable Lands analysis, Des Moines has

Comment [dl1]: These items could be bulleted to further emphasize

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adequate capacity to accommodate the City's housing and job targets with a remaining surplus capacity. The City of Des Moines Zoning Map and Zoning Code establishes the zoning and associated development regulations.



Land use arrangements and mixes that promote complete communities with access to employment, shopping and leisure activities in a safe, inviting, and walkable environment, have been shown to influence the health of our local economy as well as the health of our citizens. Targeting the type and location of new growth also allows us to enhance areas of the city that need improvement, such as the Marina District, Business Park, Pacific Ridge and Pacific Highway South Corridor, and add needed jobs and housing while minimizing increases in traffic and protecting neighborhood quality of life. Similarly, parks and open space should be planned for and targeted to those areas where the need is greatest and where there will be increased housing densities. With this growth, the city expects the quality of development to celebrate and enhance the City's history and identity.

Metro Rapid Ride and the future extension of light rail line to Des Moines provide opportunities to target new development to those areas accessible by high capacity transit. Portions of the Pacific Ridge, South Des Moines and Woodmont Neighborhoods that are located near or along the light rail route and will absorb development, jobs and housing that will benefit the immediate neighborhoods and the City as a whole.

### GOALS

Goal LU 1 ~~Goal 1-01-01~~ ~~2-01-01~~ Preserve Actively guide and manage growth in a way that:

- Preserves and enhances the quality of life and the diverse residential neighborhoods of the community, and serves them with vibrant business districts, open space, recreational facilities, affordable housing, and other supportive land uses;
- Protects environmentally critical areas and shorelines; and promote
- Promotes economic development.

Comment [dl2]: From General Planning Element

Goal LU 2 Promote a land use mix that helps to diversify the local economy, reduce poverty, and enhance the community by attracting new businesses, family wage jobs, new city revenues, and housing choices.

Goal LU 3 ~~2-03-05~~ ~~Promote~~ Establish a land use pattern, scale, and density that supports walking, biking and using transit to access goods, services, education, employment, and recreation public transportation services and encourages people to walk and bicycle, as well as provides convenient and safe automobile usage.

Goal LU 4 ~~2-01-02~~ Remove physical and regulatory barriers to healthy food access in support of improved nutritional eating, reduced incidence of hunger and increased opportunities for physical activity.

Goal LU 5 Maintain regulations and procedures that allow for siting of essential public facilities.

Goal LU 6 Consider areas for potential nomination as a Regional Growth Center as defined by the Puget Sound Regional Council.

Comment [dl3]: Policy Question: This topic has been discussed with Council in the past – specifically relating to the North Central and Pacific Ridge Neighborhoods and possibly the Marina District.

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### POLICIES AND IMPLEMENTATION STRATEGIES

LU 1.1 ~~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.

LU 1.1.1 ~~1-03-05~~ Plan for and regulate development to enhance the quality and maintain the unique character of Des Moines' neighborhoods and business districts.

LU 1.1.2 ~~1-04-07(2)~~ Update the Zoning Code, Subdivision Code and other development regulations to be consistent with the policies of the Comprehensive Plan and ensure development standards are clear and predictable, that simplify the review process and adapt to varied site or neighborhood conditions.

LU 1.1.3 ~~1-03-06~~ Establish and equitably enforce development standards that are clear, predictable and allow for flexibility to account for unique circumstances. If such enforcement is not possible, re-evaluate the standards and amend them to be more precisely defined.

LU 1.1.4 ~~1-03-07~~ Coordinate planning for Des Moines activities and development review with state, regional, county wide and neighboring jurisdictions' local government, tribes and institutions to ensure compliance with established plans and regulations affecting Des Moines. ~~planning activities.~~

LU 1.1.5 ~~1-04-04(3)~~ Monitor and seek to influence planning activities and development decisions of neighboring jurisdictions affecting the neighborhoods surrounding Des Moines neighborhoods, and seek to influence those decisions consistent with the City of Des Moines Comprehensive Plan.

LU 1.2 ~~1-03-01~~ Manage community growth so to ensure that overall public benefits exceed public cost and 2-03-03 Ensure that adequate public facilities and services are available or can be provided concurrently with new development.

LU 1.2.1 Evaluate all capital improvement proposals for consistency with the Comprehensive Plan.

LU 1.2.2 Establish standards for new development to provide on- and off-site roadways, utilities and other public facilities as necessary to serve the additional demand generated by the development.

LU 1.3 ~~1-03-03~~ Monitor, review and update the Comprehensive Plan annually to reflect current community values, economic conditions, and technologies.

LU 1.3.1 ~~1-04-07(7)~~ Establish a schedule to review one or more elements of the Comprehensive Plan each year so that all elements may be regularly amended to present an accurate statement of existing city policy. This schedule should ensure that each element of the plan is reviewed as often as necessary to remain current, but at least once every five years. A proposed schedule is included in Appendix B. The plan should be amended at least once every five years but no more frequently than once each year, except in emergency situations when the City Council determines that a more frequent amendment is necessary and in the public interest.

Comment [d14]: incorporated from GPE 1-04-03(2)

Comment [d15]: Incorporated in Strategy LU 1.1.3

Comment [d16]: This has not been created yet.

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**LU 1.4** ~~Promote citizen involvement in updating the Comprehensive Plan, preparing development regulations, and reviewing major development proposals.~~

~~LU 1.4.1~~ ~~1-04-02(1)~~ Involve citizens in the process of preparing and amending the Comprehensive Plan and development regulations by using such techniques as ~~Planning Agency review, surveys,~~ public opinion polls, advisory committees, newspaper articles, public hearings, and public workshops.

~~LU 1.4.2~~ ~~Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.~~

~~LU 1.4.3~~ ~~Ensure that community outreach efforts include communities of color and a diversity of age groups.~~

~~LU 1.4.3~~ ~~1-04-02(2)~~ Conduct public hearings on all development proposals that seek changes from existing development regulations (e.g., rezones, variances and planned unit developments) or which are potentially incompatible with neighboring development (e.g., conditional and unclassified uses) prior to city approval of those proposals. Provide an opportunity for public comment on all development proposals subject to SEPA review.

~~LU 1.4.4~~ ~~1-04-02(3)~~ Notify the public of all development proposals involving SEPA review or public hearings by using the most efficient methods available.

Comment [dl7]: Based on survey comment.

**LU 1.5** ~~2-03-01~~ Seek a harmonious blend of living, working, shopping, recreational and cultural land uses.

~~LU 1.5.1~~ ~~2-04-15~~ Recognize the need for public and quasi-public facilities (parks, schools, churches, day care facilities) ~~which-that~~ play an important role in maintaining viable neighborhoods ~~and .—P provide standards for—to ensure these uses to ensure compatibility are compatible with and minimize impacts to~~ neighborhoods.}

~~LU 1.5.2~~ ~~2-04-16~~ Require that new development maintain and enhance on-site open spaces, and provide on-site recreation facilities in new subdivisions and multifamily developments or pay appropriate in-lieu fees as required by the DMMC.

~~LU 1.5.3~~ ~~2-04-17~~ ~~Apply development standards and strategies that address land use transitions in order to manage impacts on residents and businesses including but not limited to .Seek to minimize negative impacts of new development on neighborhoods by providing uniform standards at the interface of incompatible land uses which address, but are not limited to,~~ the following: site access and circulation; structure height, bulk, and scale; preservation of views; separation of buildings; landscaping; density; and noise buffering.

~~LU 1.5.4~~ ~~2-03-11~~ Regulate the siting of incompatible uses adjacent to the Sea-Tac ~~airport~~ Airport, as defined in RCW 36.70.547 and the Washington State Department of Transportation's *Airports and Compatible Land Use Guidebook, M 3074.00* (January 2011).

Comment [dl8]: These are addressed by our development regulations.

**LU 1.6** ~~2-03-02~~ Preserve open spaces where appropriate to:

1. Protect environmentally critical areas and shorelines;
2. Protect endangered and threatened species;

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3. Provide visual separation between different land uses, neighborhoods and city boundaries; and
4. Moderate the environmental and visual impacts of new development.

LU 1.6.1 ~~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.

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

Comment [dl9]: This is captured in policy 1.6

~~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:~~

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

Comment [dl10]: The intent of these policies is captured in the DMMC and CH 7: Housing Element

LU 1.7 ~~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.

LU 1.7.1 ~~2-04-01~~ Prepare specific land use plans for the neighborhoods shown on the Neighborhood Planning Areas Map (Figure 1-1).

LU 1.7.2 ~~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 C, 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.

LU 1.7.3 ~~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.

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LU 1.7.4 ~~2-04-05~~ Zoning should be brought into conformance with the City of Des Moines Comprehensive Plan Land Use Map.

LU 1.7.5 ~~2-04-06~~ Require all zoning changes to conform ~~with~~to 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.

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

**Comment [dl11]:** DMMC currently contains provisions that allow for strategies such as master plans, PUDs, LLAs, etc. to address unique sites.

~~2-04-13 Permit home occupations in residential neighborhoods if they comply with standards that ensure compatibility with the neighborhood as defined by DMMC and state law.~~

~~2-04-14 Allow lot averaging in residential zones as regulated by the DMMC and state law.~~

**Comment [dl12]:** Addressed in DMMC

LU 2.1 ~~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.~~

**Comment [dl13]:** Duplicate language. See following strategy.

2.1.1 ~~2-03-08(1)~~ Promote new development and redevelopment within the Marina District to create a vibrant ~~district commercial center~~ with a quality mix of businesses that will enhance the waterfront, ~~and~~ serve as a destination for local residents and visitors.

2.1.2 ~~Require~~ Ensure that new construction contains and exhibits high-quality building materials and design elements ~~and building materials~~ as outlined ~~by~~in the *Marina District Design Guidelines*.

**Comment [dl14]:** Formerly part of 2-03-08(1)

2.1.3 ~~2-03-08(2)~~ 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.

2.1.4 ~~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.

**Comment [NCP15]:** Was a stand-alone strategy

2.1.5 Facilitate the buildout of the North Central Neighborhood as a primary employment center that provides new family wage jobs and new revenues for the City.

LU 2.2 Support the revitalization of declining commercial areas and obsolete facilities through redevelopment, rehabilitation and other available means to provide long-term economic vitality.

LU 2.2.1 ~~2-04-10~~ Seek to abate existing incompatible uses and nuisances ~~in all neighborhoods~~ when such abatement is consistent with public health, safety and welfare.

## WORKING DRAFT

LU 2.2.2 Encourage the assembly and redevelopment of key, underdeveloped parcels through incentives and public/private partnerships.

~~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.

LU 2.2.3 Facilitate implementation of the *Marina and Beach Park Development Plan* objectives to develop the City's waterfront properties in a manner that:

- Revitalizes City's Waterfront;
- Attracts Both Local Citizens and Tourists;
- Generates Economic Activity in an Underused Area;
- Enriches Surrounding Area With an Attractive and Vibrant District; and
- Enhances City Revenues.

LU 2.2.4 ~~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.

**Comment [dl16]:** Intended to meet objectives identified through the Marina & Beach Park Development Planning process.

LU 3.1 Support the efforts of Sound Transit and King County Metro to develop a transit system that connects all areas of the city to existing and future high capacity transit using a multi-modal approach.

LU 3.1.1 ~~2-04-11~~ Negotiate with Sound Transit and the Cities of Kent, SeaTac and Federal Way on the extension of light rail through Des Moines.

LU 3.2 Establish Light Rail Station Area Planning framework goals and strategies for transit supportive development to occur within a ½ mile radius of future light rail stations.

LU 3.2.1 ~~2-04-12~~ Prepare a subarea plan/s, prepare zoning amendments and prepare design guidelines for the light rail station areas to be located within the South Des Moines and Woodmont Neighborhoods, considering the joint planning with the City of Kent on the Midway area.

LU 4.1 ~~2-03-14~~ Healthy Community:

1. Support fresh food distribution through farmers markets, urban farm stands, urban agriculture, community gardens and Community Supported Agriculture programs.
2. Encourage mixed-use, pedestrian, and transit-oriented development along major transit corridors and near transit nodes to enable residents to be physically active through daily activity, such as walking to school, work, and shopping.
3. Support concentrations of neighborhood, community, and retail amenities and services in close proximity to residential neighborhoods.

LU 4.1.1 ~~2-04-19~~ Healthy Community:

1. Consider development regulations that allow farmers markets, urban farm stands, Community Supported Agriculture distribution locations and community gardens as permitted uses and provide for the on-site sale and delivery of healthy food and beverages.

## WORKING DRAFT

2. Support joint-use agreements for potential sites, such as publicly-owned, school or church properties, to allow community gardens and operation of mini farmers markets, farm stands or Community Supported Agriculture distribution to increase access to fresh produce.

2-3. Continue to implement established nutritional standards, physical activity standards and the K-FIT program at City-sponsored programs and events.

LU 5.1 Ensure land use decisions on essential public facilities meet the following criteria to be made consistent with the process and criteria set forth in the DMMC:

1. The facility meets the Growth Management Act definition of an essential public facility, as defined in RCW 36.70A.200(1) and as amended; or

2. The facility is on the statewide list maintained by the Office of Financial Management, ref. RCW 36.70A.200(4) or on the countywide list of essential public facilities; and

3. The facility is not otherwise regulated by the Des Moines Municipal Code (DMMC).

LU5.1.1 Recognize and use the Conditional Use Permit process and criteria to site essential public facilities as regulated by the DMMC.

LU 5.1.2 Consider social equity and health issues when siting essential public facilities, to provide protection from exposure to harmful substances and environments.

LU 6.1 Identify areas in the City that meet the Puget Sound Regional Council criteria for an Urban Center Designation.

LU 6.1.1 Complete the appropriate research, documentation and application process for nominating the City of Des Moines as a Regional Growth Center.

Comment [dl17]: Policy Question: Is this a direction Council wants to go?

## WORKING DRAFT

### CHAPTER 3: TRANSPORTATION ELEMENT

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#### BACKGROUND AND CONTEXT

The Transportation Element ensures that the City's transportation system supports land uses envisioned by the Comprehensive Plan. The Transportation Element is supported by and inter-connected with many other elements of the Comprehensive Plan. In particular, the transportation system needs to be designed and sized appropriately to support the planned densities described in the Land Use Element. Consistent with the Plan's framework goals and emphasis on sustainability and healthy communities, transportation goals and policies include measures to help reduce air pollution, and promote active transportation.

People in Des Moines currently rely on driving versus walking, biking, and taking transit to travel in and out of the city. It is the City's vision to create and maintain an efficient and safe multi-modal transportation system that provides mobility for all users – residents, businesses, employees, students and visitors. Transportation plays an important role today and in the future for the city envisioned by the community and City leaders. The transportation system not only affects the quality of life for residents, but also the City's economic vitality. The entire community relies on the system to get people where they want to go, to bring goods to and from the community, ~~and to~~ connect people to the services they need, and provide the network for critical emergency services. The transportation system is the backbone of the community, and it defines the character of our City.

Des Moines' transportation system is comprised of several features, including streets, sidewalks, bicycle facilities, trails, state highways, and King County Metro and Sound Transit public transit services. These components cross or overlap jurisdictional boundaries. For example, King County Metro Transit operates its buses within Des Moines, and relies on the City's streets and traffic signal systems to deliver these services. The City's responsibility is to provide a reasonably safe, efficient, and dependable transportation system for residents and businesses.

The City Council's Transportation Vision for the City is supported by nine Goals. These goals will guide the City's decisions about projects and funding ensuring that the Transportation Vision is reached.

Each community has a set of values – specific community characteristics that they intrinsically value. These values are rarely written down but they are reflected by the people who are elected to represent the community and by the City's adopted goals and policies. Community values – such as mobility, safe streets and neighborhoods, frequent transit service, convenient parking – are reflected in the City's overarching vision for the transportation system and supported by goals, policies, and strategies. For the City, planning for the future involves understanding what is likely to happen and identifying ways to manage that change.

The following figures provide information in support of the Transportation Element:

Figure 3-1 Growth in Employment (2008-2030)

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[Figure 3-2 Growth in Households \(2008-2030\)](#)

[Figure 3-3 Intersection and Street Widening Projects \(Capacity Projects\)](#)

[Figure 3-4 Safety and Operations Projects](#)

[Figure 3-5 Future Transit Network](#)

[Figure 3-6 Priority Pedestrian Network](#)

[Figure 3-7 Recommended Bicycle System](#)

[Figure 3-8 LOS Standards](#)

### **The Future Transportation System**

The City of Des Moines should be prepared to see substantial change over the next 20 years. Growth along the Pacific Highway South corridor, the Des Moines Creek Business Park development, and expansion of Highline Community College are just a few of the planned activities within the City that will provide new opportunities for housing and employment.

~~The City and the Region are expected to grow, as the economy recovers. Population Forecast population~~ and employment growth will add vehicle, transit, and personal trip demands to the transportation network within the City. Understanding the future nature and volume of traffic in the City of Des Moines as well as the region, makes it possible to identify transportation issues and to suggest appropriate facility improvements to meet the demands. The City has developed a Comprehensive Transportation Plan to help prepare for the future.

**Comment [bc1]:** Growth will add demand that the City must provide capacity for. Just a wordsmith comment.

### **Comprehensive Transportation Plan (CTP)**

The Growth Management Act (GMA) specifies several minimum requirements that must be included in the Transportation Element of the City's Comprehensive Plan. These include (1) land use assumptions used in estimating travel, (2) estimated traffic impacts to state-owned transportation facilities, (3) level of service standards, (4) identification of improvements that correct deficiencies and meet future needs, (5) multi-year financing plans and policies, (6) strategies for intergovernmental coordination, and (7) demand-management strategies.

The CTP adopted by Ordinance #1458 on June 11, 2009 was developed with the intent to meet the requirements of the GMA found in RCW36.70A.070 (6), and all of these GMA requirements have been met through the City of Des Moines CTP effort. The CTP, as may be amended from time to time, is therefore adopted by reference to the Transportation Element. The CTP is posted and available on the City's website.

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

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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.

### 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 a 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 216<sup>th</sup> 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 7<sup>th</sup> Avenue South and Marine View Drive between Des Moines Memorial Drive and Kent-Des Moines Road and the SR 99 intersections of South 220<sup>th</sup> Street/Pacific Highway South and South 224<sup>th</sup> 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 Xc equal to 1.2 using a 150 second cycle length. The level of service standards are depicted in Figure 3.8.

### Building the Transportation System

The Des Moines CTP has identified numerous capital improvements necessary over the next 20 years to meet the adopted LOS standards, and to provide a safe and efficient multi-modal transportation system.

The capital program needed to build the future transportation system cannot be accomplished through public finance alone. The City will need to secure private investment capital and pool regional resources for the transportation system. Details of planned capital improvements and finance plans can be found in the CTP.

Alternative transportation strategies requiring lower capital investment and maximizing the capacity of the existing system also need to become a viable component of the network. The Des Moines CTP identifies alternative modes (transit, bicycling, walking) as demand management strategies, and

## WORKING DRAFT

carpooling, changes in work schedules, and parking fees as important components that have historically have been underutilized.

### GOALS

To ensure the Transportation Vision is achieved, the City has the following goals:

- Goal TR 1:** Design and construct a transportation system to serve the land use pattern set forth by the Land Use Element of the Comprehensive Plan.
- Goal TR 2:** Provide a street network that serves the needs of Des Moines residents, businesses, emergency services, and visitors.
- Goal TR 3:** Require construction of transportation facilities needed to support new growth that achieves adopted level of service standards on the City's transportation network.
- Goal TR 4:** Encourage the preservation and expansion of public transit services to provide convenient-necessary and affordable transportation alternatives for all residents and employees.
- Goal TR 5:** Provide a connected network of non-motorized transportation facilities to provide access to local and regional destinations and to support a healthy lifestyle.
- Goal TR-6:** Establish parking strategies to support economic activity, transportation, circulation, and existing and future land uses.
- Goal TR-7:** Pursue funding for transportation improvements from all potential sources.
- Goal TR-8:** Strive to minimize impact on the environment for all transportation projects, and consider context sensitive design strategies when appropriate.
- Goal TR-9:** Reduce congestion, air pollution and fuel consumption through Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) programs.

Comment [d12]: BC - Not sure if we are able to measure this goal and/or if we achieved it?

Comment [d13]: Moved from Section 3-01.

### 3-03 *Transportation Goals by Category*

As part of the update to the Comprehensive Transportation Plan, some adjustments and updates were made to the Transportation Vision to illustrate how Des Moines envisions itself over the next twenty years. This vision establishes the framework for the goals and policies that are developed to ensure the vision can be met.

The transportation goals are organized into nine categories—Transportation and Land Use, Street System, Concurrency, Public Transit, Pedestrian and Bicycle Facilities, Parking, Funding, Environmental, and Transportation Strategies for Sustainability—to make it easier to translate them into more specific policies/strategies, and over time, implement them in an organized way. Most of all, the goals have implications that overlap more than just the single category under which they are listed. While the goals focus mostly on our physical surroundings, they contain implications that affect environmental, economic, and social concerns. The discussion session under each goal is provided for additional context and is intended as explanatory only.

#### 3-03-01 Transportation and Land Use

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

DISCUSSION: The transportation system should support the City's land use vision, as described in the Land Use Element. The City vision is consistent with regional land use policies that seek to focus growth within the urbanized area. Population and employment are expected to become more intense surrounding Pacific Highway South between South 216th Street and Kent-Des Moines Road by 2030. (See Figures 3-1 and 3-2 for the allocation of 2030 growth). The City of Kent and Des Moines are jointly planning completed Envision Midway, a subarea plan that is supporting supports mixed use and more dense housing in this part of Des Moines. The CTP land development reflects patterns that shift towards a less auto-dependent city and that better support travel options. Research shows that for a given amount of development, higher residential and employment densities generate fewer auto trips than less dense areas.

CROSS-REFERENCE: See Goal TR 3 regarding concurrency management designed to ensure that new development does not outpace the City's ability to provide the necessary and corresponding transportation services. See Goal TR 4 for land use policies supporting high capacity transit.

### 3-03-02 — Street System

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

DISCUSSION:

The private auto remains the most common mode of travel in the region and the city. For the foreseeable future, the auto will continue to carry the majority of trips within Des Moines. The City will need to accommodate reasonable capacity to serve travel demand and to prevent cut-through trips from impacting residential neighborhoods. There are limits to accommodating the automobile; it is neither possible nor desirable to build or widen roadways enough for all trips to be made without delays. Delays at intersections can be reduced but some congestion will be expected during the peak hours. Additionally, the city has a strong interest in maintaining and preserving the existing street system and operating it efficiently and effectively. Figures 3-3 and 3-4 show the improvements needed to the street network to meet the future needs. For streets to meet the needs of other users — pedestrians, bicyclists and transit users, the facility needs to be planned and designed with those needs in mind.

CROSS-REFERENCE:

See Goal TR 1 regarding the interconnection of land use and transportation. See Goal TR 3 for concurrency management — a way to ensure that new development does not outpace the city's ability to provide transportation services.

### 3-03-03 — Concurrency

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

**Comment [dl4]:** This detail is provided in the CTP. This also applies to similar discussion/cross reference sections below.

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### DISCUSSION:

~~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 GMA requires that if development causes the service level of a facility to fall below a defined level of service standard, the state's concurrency rule requires that deficiencies caused by development be mitigated concurrent with the development (within 6 years) or the permit for that development be denied. The term "level of service" (LOS) measures the operational performance of a transportation facility, such as a street corridor or intersection. LOS considers the speed, travel time, freedom to maneuver, traffic interruptions and delays, and the driver's comfort and convenience. To enforce the concurrency requirements of the GMA, the City defined a LOS standard for transportation facilities and applies that designated LOS standard to measure traffic during the AM and PM peak hours of the commute, generally the worst traffic conditions during a typical day.~~

### CROSS-REFERENCE:

~~City and regional land uses impact the number of vehicles on the street network. (See Goal TR 1)~~

### 3-03-04 **Public Transit**

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

### DISCUSSION:

~~Transit service is an increasingly important element of Des Moines' transportation system. Improved transit service and new capital investments are integral to meeting the City's land use goals and the needs of the community. Expanding service would improve mobility not only within the City but provide more connections to regional destinations for employment. The City supports regional plans for high capacity transit (HCT) in Des Moines, including RapidRide bus rapid transit and Link Light Rail, and the preservation and expansion of local bus service needed to provide convenient necessary connections with these systems.~~

~~However, unlike the street and non-motorized systems, the City does not directly provide transit service. Instead, the City must coordinate service expansions and changes with the region's two providers—Sound Transit and King County (Metro). The City often works with other cities in South King County to lobby these providers for expanded service and better transit options for residents. Figure 2-5 recommends a set of transit improvements for the short term, mid-term, and long term.~~

### CROSS-REFERENCE:

~~City policies promote transit-supportive land uses (See Goal TR1), including higher densities and enhanced circulation for pedestrians, and call for new developments to provide convenient pedestrian access to transit stops (See Goal TR5). City policies support the programs of Sound Transit and King County Metro that expand the number of transit routes and increase the frequency of service on existing routes.~~

### 3-03-05 **Pedestrian and Bicycle Facilities**

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

### DISCUSSION:

~~The City is committed to providing the opportunity to walk and bicycle to all residents by supporting safe, efficient, desirable, and accessible pedestrian and bicycle travel.~~

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~~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 could potentially 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/stops. 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 has created some modifications to the off-street parking requirements based on industry guidelines and/or independent consultant study.~~

### 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.

### DISCUSSION:

~~The CTP consists of improvements to the street network, enhancements for safety and operations, identifies a priority pedestrian network, a bicycle network, provisions for transit facilities and the~~

## WORKING DRAFT

~~management of on-street public parking. The City of Des Moines uses several sources of revenue to pay for transportation improvements. However, given the current economic conditions, some of the usual sources are reduced. The outstanding majority of these sources are grants and/or loans. Implementing the recommended CTP projects will require aggressive exploration of funding resources and careful prioritization of the projects to ensure an effective use of the available funding.~~

### CROSS REFERENCE:

~~Funding is critical for the City to implement plans for all the modes including streets (See Goal TR 2) and pedestrian and bicycle facilities (See Goal TR 5).~~

### ~~3-03-08~~ **Environmental**

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

### DISCUSSION:

~~Extending into virtually all parts of the urban area, any transportation project has an impact on the environment, the City, and its neighborhoods. Considering the functions and daily life in the immediate neighborhood when planning and designing the facility, minimizes those impacts.~~

~~Projects with impacts to the local community require a balanced and sensitive approach to planning, design, and construction. The City and its project partners need to understand and implement collaborative approaches that allow all stakeholders to participate in the vision, design, and construction of the project. Context sensitive design is a way to strive for balance. Projects must be supported by sound engineering standards and practices while at the same time, incorporate the needs of the city and neighborhoods involved.~~

### ~~3-03-09~~ **Transportation Strategies for Sustainability**

~~**GOAL TR 9:** Reduce congestion, air pollution and fuel consumption through Travel Demand Management (TDM) and Commute Trip Reduction (CTR) Programs.~~

### DISCUSSION:

~~The goals of TDM and the CTR Program are to reduce traffic congestion, air pollution, and fuel consumption by working with major employers to reduce drive alone commuting. Since the passage of the CTR Act in 1991 (incorporated into the Clean Air Act), Washington State has required cities like Des Moines to work on reducing trips by encouraging large employers to develop plans that motivate employees to commute in ways other than driving alone. The state and City goal is to obtain a 10 percent reduction of drive alone trips by 2011. By encouraging people to ride the bus, vanpool, carpool, walk, bike, work from home, or compress their workweek, the CTR program helps to make the transportation system work more efficiently. A higher proportion of trips made in high occupancy vehicles, or by walking or bicycling, or avoided altogether during the morning commute means reduced delay for everyone traveling on the system. Both the City and Highline Community College have developed programs to reduce the number of drive alone trips and these are reported in the City's CTR Plan adopted by the City in November 2009.~~

### ~~CROSS REFERENCE:~~

~~Many of the other Goals support this one. Strategies to reduce the number of trips made by SOVs are more effective when supported by land uses that provide the density to support efficient transit services (See Goal TR1); pedestrian friendly neighborhoods and street design standards that support pedestrians (See Goal TR5); and parking management strategies that encourage shared parking and~~

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Comment [bc5]: Not sure if we are able to measure this goal and/or if we achieved it?

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~~limit on street parking (See Goal TR6). The City will need to work closely with adjacent jurisdictions and regional transit agencies to ensure that adequate and appropriately located transit service is provided (See Goal TR 4).~~

### ~~3-04~~ **POLICIES AND IMPLEMENTATION STRATEGIES**

#### ~~3-04-01~~ **Transportation and Land Use**

~~To serve the land use pattern set forth by the Land Use Element of the Comprehensive Plan (Goal TR 1):~~

- ~~(1)~~ TR 1.1 Build a street network that connects to the regional transportation system and to the local street networks in adjacent communities.
  - TR 1.1.1 Prepare and maintain a computerized model of the existing local, state, and regional network, existing traffic levels and levels of service on the network, and projected traffic growth.
  - TR 1.1.2 Coordinate with neighboring cities on local street network improvements that cross jurisdictional boundaries.
- ~~(2)~~ TR 1.2 Ensure consistency between land use and the transportation plan so that transportation facilities are compatible with the type and intensity of land uses. ~~(CTP TR 1.2)~~
  - TR 1.2.1 Maintain traffic forecasts for at least 10 years based on land use assumptions.
  - TR 1.2.2 Prepare and maintain a database of various traffic data including traffic volumes, truck traffic volumes, and turning movement counts.
  - TR 1.2.3 Prepare updates to the CTP approximately every five years to ensure that the most recent land use assumptions are reflected in the CTP.
- ~~(3)~~ TR 1.3 Transportation system design shall be based on the most current City of Des Moines Transportation data and analysis as compiled in the CTP. Transportation assumptions in the CTP shall reflect the most recent land use assumptions and shall be updated at intervals between five and ten years.
  - TR 1.3.1
- ~~(4)~~ TR 1.4 Consider multi-modal transportation options by providing enhancements to the roadside (widened shoulders and sidewalk where feasible) with connections to civic facilities, recreation areas, education institutions, employment centers, and shopping.
  - TR 1.4.1

#### ~~3-04-02~~ **Street System**

~~To provide a street network that serves the needs of Des Moines residents, businesses, emergency services, and visitors (Goal TR 2):~~

- ~~(1)~~ TR 2.1 Establish a functional classification system for the street network, consisting of a hierarchy of street functions that generally describes their intended use. ~~(CTP TR 2.1)~~
  - TR 2.1.1 Design and build the street network according to their desired classification.
  - TR 2.1.2 To the extent possible, maintain the street network within their desired classifications.

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(2) TR 2.2 Provide convenient access to business districts and centers including management of traffic congestion. ~~(CTP TR 2.2)~~

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TR 2.2.1 Consolidate access to properties along principal, minor, and collector arterials, where practical, to maximize the capacity of the street and reduce potential safety conflicts. (CTP TR 2.13)

(3) TR 2.3 Provide a connected street network or grid pattern that distributes traffic over more streets providing people with more travel routes. ~~(CTP TR 2.3)~~

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TR 2.3.1 Periodically monitor and evaluate traffic patterns to validate appropriate classifications within the street network.

TR 2.3.2 Plan a street network that provides convenient access within and between neighborhoods. (CTP TR 2.10)

TR 2.3.3 Require new development to build streets that connect with or will connect in the future with streets on adjacent developments providing access between neighborhoods. (CTP TR 2.11)

(4) TR 2.4 Protect residential neighborhoods from overflow and cut through traffic through the City's Neighborhood Traffic Calming Program. ~~(CTP TR 2.4)~~

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TR 2.4.1 Monitor traffic related concerns and implement strategies in the City's Neighborhood Traffic Calming Program where appropriate.

TR 2.4.2 Monitor and identify traffic safety concerns, and implement potential corrective measures as necessary. (CTP TR 2.6)

(5) TR 2.5 Provide opportunities for residents and business owners to give comments on Des Moines' transportation system. ~~(CTP TR 2.5)~~

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TR 2.5.1 Establish and regularly update street design and construction standards. (CTP TR 2.7)

Comment [d16]: This might be better as a strategy

(6) TR 2.6 Preserve and maintain the existing streets and other transportation infrastructure. ~~(CTP TR 2.15)~~

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TR 2.6.1 Monitor and identify traffic safety concerns, and implement potential corrective measures as necessary. (CTP TR 2.6)

TR 2.6.2 Require new development to dedicate and improve abutting right-of-way as necessary to meet street design and construction standards. (CTP TR 2.12)

(7) TR 2.7 The planned extension of State Route 509 to Interstate 5 is a key transportation facility for the City of Des Moines and its construction should be completed as soon as possible.

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TR 2.7.1

Comment [d17]: Need a supporting strategy

### 3-04-03 Concurrency

To support new growth and achieve adopted level of service standards on the City's transportation network (Goal TR 3):

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

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- TR 3.1.1 Develop and adopt concurrency ordinances in support of the GMA.
- TR 3.1.2 Periodically monitor intersection level of service to verify assumptions within the CTP.
- TR 3.1.3 Using the transportation model and the CTP, identify and prioritize improvements to the street network so that the adopted LOS standard is met.

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

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TR 3.2.1 Require developers to analyze traffic impacts associated with development proposals, and require improvements as necessary to mitigate impacts, concurrent with the development.

TR 3.2.2 Establish procedures and standards for Traffic Impact Studies.

### 3-04-04 Public Transit

~~To provide convenient and affordable transportation alternatives for all residents and employees (Goal TR 4):~~

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(1) TR 4.1 Promote transit use and support programs that improve transit coverage and service within Des Moines. *(CTP TR 4.1)*

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TR 4.1.1 Encourage King County Metro and Sound Transit to expand the number of transit routes serving Des Moines and to increase the frequency and span of service on existing routes. *(CTP TR 4.2)*

TR 4.1.2 ~~Require~~ Encourage developments to provide convenient pedestrian access to transit stops from new commercial, multifamily, and single family subdivisions. Developments should incorporate facilities, such as transit shelters, bus pullouts, internal circulation paths and landing areas that foster transit ridership. *(CTP TR 4.3)*

Comment [bc8]: How do we measure this? Maybe "Encourage" is a better word?

TR 4.1.3 Support plans by other agencies to construct park-and-ride lots that are convenient for Des Moines' residents. *(CTP TR 4.4)*

TR 4.1.4 Support increased transit service to park-and-ride lots and major transfer points. *(CTP TR 4.5)*

TR 4.1.5 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)*

TR 4.1.6 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)*

TR 4.1.7 Support Sound Transit light rail (LRT) station(s) in ~~the Pacific Ridge, Midway, and Woodmont~~ areas on Pacific Highway South. *(CTP TR 4.8)*

Comment [dl9]: PS&T Amendment

TR 4.1.8 Support frequent local service linking Downtown, Des Moines businesses and Highline ~~Community~~ College with HCT on Pacific Highway South. *(CTP TR 4.9)*

## WORKING DRAFT

~~TR 4.1.9 Work with Sound Transit to establish a light rail transit stop at South 216th Street. (CTP TR 4.10)~~

Comment [dl10]: PS&T Amendment

TR 4.1.9 Work with Sound Transit on station area planning for Midway and South 272nd Street stations. (CTP TR 4.11)

TR 4.1.10 Coordinate with the City of Kent for the Midway subarea. (CTP TR 4.12)

### 3-04-05 Pedestrian and Bicycle Facilities

~~To provide access to local and regional destinations, and support a healthy lifestyle (Goal TR 5):~~

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~~(1) TR 5.1 Build a non-motorized transportation network to provide safe pedestrian and bicycle movement. (CTP TR 5.1)~~

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TR 5.1.1 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)

TR 5.2 Prioritize pedestrian and bicycle improvements that provide access to schools, parks and other public buildings. Provide bicycle racks amenities at schools, parks, and other public buildings. (CTP TR 5.10)

Comment [dl11]: PS&T Amendment

TR 5.2.1 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)

TR 5.2.2 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)

TR 5.2.3 Require new or redeveloping properties to design and build sidewalks along property frontage. (CTP TR 5.9)

~~TR 5.2.4 Actively enforce traffic codes, including those affecting pedestrians and bicyclists.~~

Comment [bc12]: What is meant by traffic codes? This needs more definition in my mind. Staff recommends removing the policy.

TR 5.3 Support "Safe Routes to School" programs and education campaigns on traffic, bicycle and pedestrian safety in consultation with school districts.

TR 5.3.1 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)

TR 5.3.2 Design pedestrian crossings consistent with standards in regard to crosswalks, lighting, median refuges, corner sidewalk widening, ramps, signs, signals and landscaping. (CTP TR 5.6)

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TR 5.3.3 Provide a bicycle network that supports the use of bicycles as a means of general transportation as well as recreational activity. Construct new streets with sufficient width to allow for bicycling on identified bicycle corridors. (CTP TR 5.7)

TR 5.3.4 Encourage new and existing schools, multi-family and commercial developments to provide bicycle racks and other amenities to support bicycling. (CTP TR 5.8)

## WORKING DRAFT

### 3-04-06 Parking

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

- (1) 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)~~

TR 6.1.1 Develop a detailed parking plan.

- (2) TR 6.2 Restrict or limit parking on principle arterials with the exception of Marine View Drive in the Marina District. ~~(CTP TR 6.2)~~

TR 6.2.1 Provide short term on-street parking unless prevented by right-of-way limitations or unique neighborhood characteristics. ~~(CTP TR 6.3)~~

TR 6.2.2 Establish street design and construction standards to accommodate on-street parking where feasible.

TR 6.2.3 Set and enforce parking limits to address parking concerns in neighborhoods. ~~(CTP TR 6.4)~~

TR 6.2.4 Consider flexible and innovative parking solutions and strategies.

TR 6.2.5 Consider off-street parking requirement modifications when supported by parking demand data.

### 3-04-07 Funding

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

- (1) TR 7.1 Seek funding for projects in the Transportation Improvement Program (TIP). ~~(CTP TR 7.1)~~

TR 7.1.1 Coordinate with other jurisdictions to fund transportation improvements and participate in joint efforts that improve inter-jurisdictional facilities and achieve economies of scale on similar projects. ~~(CTP TR 7.3)~~

TR 7.1.2 Partner with neighboring cities or regional transit agencies/providers in order to improve state and federal funding opportunities. ~~(CTP TR 7.4)~~

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

TR 7.2.1 Prepare a multi-year financing plan for right-of-way acquisition and transportation improvements. ~~(CTP TR 7.5)~~

TR 7.2.2 Prepare estimates of the cost to acquire needed right-of-way and to construct needed transportation improvements.

TR 7.2.3 Maintain a transportation impact fee system that equitably and proportionately charges new development for identified growth related improvements to the transportation system. ~~(CTP TR 7.7)~~

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Comment [bc13]: Trying to speak to our parking requirement modification flexibility...maybe this is covered in 6.2.4?

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(3) TR 7.3 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)~~

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TR 7.3.1 Require and review project specific Traffic Impact Analysis studies for new development to ensure compliance with adopted level of service standards.

TR 7.3.2 Pursuant to RCW 36.70A(6)(b), establish concurrency requirements in the DMMC that reinforce the process of reviewing the traffic impacts of new development.

(4) TR 7.4 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)

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TR 7.4.1 Prioritize pavement management as a top priority in the Transportation Improvement Plan.

TR 7.4.2. To the extent permitted by state law, use Transportation Benefit District authority to allocate additional funds to pavement preservation.

(5) TR 7.5 Seek funding to correct locations with identified traffic safety concerns. (CTP TR 7.9)

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TR 7.5.1 Apply for Highway Safety grants at locations that experience high accident rates and have correctable countermeasures.

TR 7.5.2 Use Automated Traffic Safety revenue to make pedestrian safety improvements Citywide with an emphasis on improvements near school zones.

### 3-04-08 Environmental

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

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(1) TR 8.1 Balance transportation services with the need to protect the environment. ~~(CTP TR 8.1)~~

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TR 8.1.1 Incorporate appropriate landscaping in the design of transportation facilities. (CTP TR 8.2)

TR 8.1.2 Provide transportation facilities that fit the character of the neighborhoods through which they pass. (CTP TR 8.3)

TR 8.1.3 Where determined necessary, incorporate sound absorption devices, landscaping, earthen berms and other natural or artificial features that help mitigate adverse noise, light and glare impacts generated by surface transportation facilities. (CTP TR 8.5)

TR 8.1.4 Where determined necessary, incorporate sound absorption devices, landscaping, earthen berms and other natural or artificial features that help mitigate adverse noise, light and glare impacts generated by surface transportation facilities. (CTP TR 8.5)

TR 8.1.5 Operate the traffic system to minimize congestion and air quality impacts. (CTP TR 8.6)

TR 8.1.6 Phase construction of roadway and other transportation facilities to minimize any inconvenience to and negative impact upon adjacent property owners.

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- (2) TR 8.2 Construct streets and other transportation facilities using construction methods that minimize adverse environmental impacts and impacts to environmentally sensitive areas.

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- TR 8.2.1 Construct roads and other transportation facilities to minimize adverse impacts upon surface water runoff, drainage patterns, and environmentally critical areas.

### ~~3-04-09~~ ~~(CTP TR 8.4)~~ **Transportation Strategies for Sustainability**

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

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- 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)
- TR 9.1.1 Work with employers to provide commute trip reduction (CTR) measures in the work place that promote alternatives to driving alone. Encourage businesses to minimize peak hour commuting through the use of strategies such as flextime and telecommuting. (CTP TR 9.2)
- TR 9.1.2 Encourage new commercial development to implement measures that promote greater use of transit, carpools, van pools, and bicycles, and increase opportunities for physical activity. (CTP TR 9.3)
- TR 9.1.3 Coordinate and optimize traffic signal systems to minimize delay and congestion, and maximize the use of existing transportation system capacity.

### ~~3-07~~ **FIGURES**

~~Figure 3-1 Growth in Employment (2008-2030)~~

~~Figure 3-2 Growth in Households (2008-2030)~~

~~Figure 3-3 Intersection and Street Widening Projects (Capacity Projects)~~

~~Figure 3-4 Safety and Operations Projects~~

~~Figure 3-5 Future Transit Network~~

~~Figure 3-6 Priority Pedestrian Network~~

~~Figure 3-7 Recommended Bicycle System~~

~~Figure 3-8 LOS Standards~~

Comment [dl14]: Figures are referenced in the Background and Context section.

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## WORKING DRAFT

### CHAPTER 4: CONSERVATION AND ENVIRONMENT ELEMENT

#### BACKGROUND AND CONTEXT

Des Moines is rich in beauty and natural resources that include the Puget Sound shoreline, hillsides and bluffs, urban forests, diverse streams and wetlands, fish, wildlife and open space. These are defining features of our City that are valued by our citizens and are important for us to protect for generations to come. Both individually and interacting as a whole, these resources provide valuable functions to the City's ecosystem including:

- Control of flooding, surface water runoff, erosion, and sedimentation;
- Groundwater and aquifer recharge;
- Soil and geologic stability;
- Air and water quality; and
- Habitat for animals and marine life.

The Conservation and Environment Element contains goals, policies and implementation strategies aimed at environmental stewardship and protecting the City's environmental assets, with particular emphasis on environmentally critical areas, shorelines, surface and groundwater quality, and climate change. The Washington State Growth Management Act mandates the protection of aquifer recharge areas, fish and wildlife habitat conservation areas, flood hazard areas, geologically hazardous areas, wetlands, stream corridors while the Shoreline Management Act provides for the protection of shorelines. Recognizing that a substantial portion of the City is located in geologic hazard areas, this element also addresses the health of ecological functions, public safety, and protection from natural dangers, including erosion, landslides and seismic hazards.

*Scientific research has determined that unstable slopes are best protected by undisturbed buffer areas. Landslides on such slopes can result in enormous public and private costs, and severe threats to public safety and natural resources.*

4-02-09 Critical areas within the City of Des Moines include wetlands, streams, areas with a critical recharging effect on aquifers, frequently flooded areas, geologically hazardous areas, and fish and wildlife habitat conservation areas. The locations of critical areas within the City of Des Moines are shown in figures 4-1 through 4-7. the following figures:

Figure 4-1 Slope and Topography

Figure 4-2 Drainage Basins

Figure 4-3 Wetlands and Surface Water

Figure 4-4 Geologically Hazardous Areas

Figure 4-5 Fish and Wildlife Habitat Conservation Areas

Figure 4-6 Critical Aquifer Recharge Areas

Figure 4-7 Frequently Flooded Areas

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The GMA requires that the City of Des Moines designate its critical areas and develop policies and development regulations to protect the functions and values of critical areas using “best available science” (BAS). ~~4-02-02(12) As defined in WAC 365-195-905,~~ BAS is information that (1) state or federal natural resource agencies have determined represents the best available science, (2) was derived from consultation with qualified scientific expert(s), ~~as defined in WAC 365-195-905,~~ or (3) was produced through a valid scientific process. A valid scientific process should have the following characteristics, ~~as defined in WAC 365-195-905:~~ peer review, methods, logical conclusions and reasonable inferences, quantitative analysis, context, and references.

The City of Des Moines Critical Areas Inventory: Wetland, Stream and Habitat Elements (2006) and map folio, along with the Shoreline Master Program (2011) and Surface Water Management Plan (2015) provide the background data for this element. The City’s natural resource inventory is supplemented on an ongoing basis by technical information that is provided through individual project reviews or special studies.

~~4-02-01 The City of Des Moines has a natural resource base of land, air, water, vegetation, fish, wildlife, and energy.~~

~~Development and urbanization have resulted in serious environmental problems, including but not limited to, flooding; elimination of fish and wildlife habitat; pollution of land, water and air; inefficient energy use; noise; and soil and geologic instability.~~

~~Sound planning, best management practices, , best available science (BAS), wise purchases, and application of technology can assist in protecting the remaining natural resource base from further loss or degradation, and can restore or improve the previously lost or degraded natural resource base.~~

~~Both individually and interacting as a whole, natural resources provide the essential elements for human life. Moreover, they provide valuable functions to the City of Des Moines, including: control of flooding, surface water runoff, erosion, and sedimentation; groundwater and aquifer recharge; soil and geologic stability; air and water cleansing; and habitat for flora and fauna.~~

~~The uplands and lowlands of the City of Des Moines are linked through the hydrologic cycle. Many of the impacts of urbanization are related to changes in hydrologic processes. Therefore, by focusing planning efforts on watersheds, impacts of development can be better estimated and understood, and solutions better implemented.~~

~~The natural resources of the City of Des Moines are affected by regional influences. Environmental processes and problems do not obey jurisdictional boundaries. Cooperative environmental management among neighboring jurisdictions, tribes, and state and federal agencies can prevent or overcome regionally influenced problems.~~

~~Pollution prevention and environmental improvements require an ongoing commitment from an informed, involved public.~~

~~The natural landscape of the City of Des Moines is made up of various streams, wetlands, shorelines, hillsides, forests and fields. Development has significantly disturbed the natural environment. However, the remaining environmentally critical areas, also referred to as sensitive areas, are important contributors to the City of Des Moines natural resource base and high quality of life.~~

~~Critical areas are unique resources, which if preserved and protected, can protect public and private resources from damage or loss due to flooding, erosion, landslides, seismic and volcanic events, soil subsidence, or steep slope failures. Environmentally critical areas also protect ground and surface water quality and quantity. Critical areas are also part of the aesthetic resources in the City and form distinctive features of natural lands and wooded hillsides.~~

~~4-02-12 Surface water management becomes more critical with urbanization as natural areas are covered with impervious surfaces such as buildings, streets, and parking lots. The City of Des Moines’~~

## WORKING DRAFT

surface water management program includes prevention and mitigation of problems due to flooding, erosion, and sedimentation.

~~4-02-13~~ State Law (RCW 35. 27.370) grants the City of Des Moines specific authority to prevent and abate the pollution of surface water inside and outside the City and to enact ordinances that contain enforcement provisions.

~~4-02-14~~ The City of Des Moines's adopted surface water management program contains policies, and programmatic recommendations that enhance the City of Des Moines' ability to effectively manage surface waters. The surface water management plan and individual basin plans are developed with the cooperation of other affected jurisdictions. The City of Des Moines also operates a number of capital facilities that reduce flooding, erosion, and sedimentation; mitigate habitat loss; enhance ground water recharge; and prevent water quality degradation.

~~4-02-15~~ The Growth Management Act requires that cities give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries. The City must also included best available science when developing protection policies.

~~4-02-16~~ Open spaces, critical areas and public watersheds provide benefits to wildlife. Preserving these resources also serves to protect wildlife.

~~4-02-17~~ The goal of conserving fish and wildlife habitat can be achieved through the implementation of several strategies, including: a) identification and protection, or purchase, of critical fish and wildlife habitat conservation areas; b) linking those critical habitat areas with other protected lands, and c) integrating fish and wildlife habitat and conservation goals into new and existing developments.

~~4-02-18~~ Since fish and wildlife and their habitats do not respect political boundaries, linkages of critical habitat areas should be made across boundaries.

~~4-02-19~~ Buffer requirements for streams and wetlands intended to protect wildlife resources in those critical areas were established using "best available science." Development regulations have also been established to protect areas with critical fish and wildlife habitat.

~~4-02-20~~ The most effective way to protect and enhance native fish populations is through protection of river, stream, and creek channels, riparian corridors, lakes, wetlands, and watersheds that provide or impact spawning and rearing habitat, food resources, and fish passage. Intermittent streams can also be critical to native fish populations. Presently, fish enhancement facilities and programs are critical to the maintenance of salmon stocks and the fisheries industry.

~~4-02-21~~ Protection of isolated blocks of habitat may not adequately protect wildlife in the City of Des Moines—critical fish and wildlife habitats and refuges may need to be connected across the landscape through a system of habitat corridors. Some areas may be important because they serve as vital linkages among habitat areas.

~~4-02-22~~ A key element in a comprehensive wildlife protection program is to encourage integration of wildlife habitat into new developments when possible. Protection of wildlife does not need to be at odds with land development.

~~4-02-23~~ Consideration of fish and wildlife during site design and construction can help to protect and preserve habitat areas.

~~4-02-24~~ Benefits to wildlife are enhanced when on-site landscaping includes native vegetation. Retention of natural vegetation can often provide similar aesthetic benefits as areas landscaped with non-indigenous plant materials.

~~4-02-25~~ Policies in other elements that recognize the value of natural amenities and wildlife habitat also serve to meet the goal of integrating wildlife habitat and new development.

~~4-02-26~~ Integrating wildlife goals with public land uses, such as parks, landscaping along roadways, stormwater control facilities, and landscaping around government buildings can help provide important habitat areas.

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~~4-02-27~~ Ground water is an important source of water used in the City. In the future, ground water may provide a greater percentage of our water supply needs.

~~4-02-28~~ Rainfall that enters the ground replenishes ground water and provides base flow for streams, wetlands and rivers during periods of limited rainfall. This base flow sustains fish, wildlife, their habitats, and recreational values.

~~4-02-29~~ The natural hydrologic cycle can be altered by development practices and overuse of the aquifer. The result may be depletion of aquifers.

~~4-02-30~~ Groundwater is subject to contamination from human activity. The cost of protection is considerably less than the cost of remediation and replacement.

~~4-02-31~~ The Growth Management Act requires the designation of "areas with a critical recharging effect on aquifers used for potable water." The procedural criteria to classify critical areas (chapter 365-190 WAC) further defines these areas as areas where an aquifer is a source of drinking water and is vulnerable to contamination that would affect the potability of the water. It is difficult to define and map ground water recharge areas because ground water systems are hydrologically and geologically complex.

~~4-02-32~~ Wellhead protection studies are required by the 1986 amendments to the Federal Safe Drinking Water Act. The three water districts that provide the City's water; King County Water District 54, Highline Water District, and Lakehaven Utility District, have completed such studies. The studies provide additional information about contamination susceptibility of aquifers and also increase understanding of where aquifer recharge areas are located.

~~4-02-33~~ The functions and values of environmentally critical areas can be severely damaged by improper clearing, grading, filling, refuse dumping, and construction. Such actions need to be reviewed for significant adverse environmental impacts before approval.

~~4-02-34~~ Scientific research has determined that wetlands are best protected by undisturbed buffer areas. Undisturbed buffers are vegetated areas in which no development occurs. The wetland buffer provides food, cover, travel routes, and roosting and nesting sites for many wildlife species. Wetland buffers are also critical to wetland ecology. Construction near or within a wetland or its buffer area can reduce or eliminate these habitat functions. Construction can lead to erosion and increased surface runoff that can cause silt and contaminants to enter the wetland. When upland buffers are present between the development and the wetland, the buffer receives the majority of the impact, thereby protecting the wetland.

~~4-02-35~~ Scientific research has determined that watercourses are best protected by undisturbed buffer areas. In addition to protecting the watercourse, the buffer protects adjacent upland areas from flooding while also providing wildlife habitat. The critical functions of the buffer include shading, input of organic debris, nutrient uptake, bank stabilization, and the interception of sediment.

~~4-02-36~~ Scientific research has determined that unstable slopes are best protected by undisturbed buffer areas. Certain hillsides in the City of Des Moines are either unstable or susceptible to instability when disturbed. These hillsides are underlain by permeable soils, and are subject to seepage. They also include areas that have experienced landslides in the past and have slopes that are being undermined by stream or beach erosion. Construction in these areas is expensive and difficult. Landslides on such slopes can result in enormous public and private costs, and severe threats to public safety and natural resources.

### GOALS

CE 1

~~4-01-01~~ **To protect, improve, and sustain environmental quality through best management practices and the use of best available science.**

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CE 2 ~~4-01-02, 4-01-06 and 4-01-07 To p~~Protect environmentally critical areas from damage caused by encroachment and development.

CE 3 ~~Maintain and monitor a shoreline master program, consistent with state law, to enhance and protect the quality of the shoreline environment consistent with the best available science.~~

Comment [dl1]: New goal

CE 4 ~~4-01-03 To p~~Prevent flooding, erosion, sedimentation, water quality, and habitat degradation, and to protect, restore, and enhance all surface waters.

CE 5 ~~4-01-04 To conserve and replenish~~Protect fish and wildlife species and habitats with emphasis on those identified as endangered, threatened, or sensitive by the State and Federal governments.~~resources.~~

CE 6 ~~To m~~Maintain a solid waste system that bases its primary means of solid waste disposal on the principles of reduction, reuse, and recycling.

Comment [NCP2]: New goal proposed

CE 7 ~~To p~~Promote the conservation of energy in the location and design of public and private development.

Comment [NCP3]: New proposed goal.

CE 8 ~~To p~~Protect air quality to maintain a healthy environment for current and future generations.

CE 9 ~~Educate the community on how to improve Des Moines's natural environment.~~

Comment [NCP4]: New proposed goal

## POLICIES AND IMPLEMENTATION STRATEGIES

### Conservation Planning

CE 1.1 ~~4-03-01~~ Plan and encourage sound management of natural resources – land, air, water, vegetation, fish, wildlife, and energy – considering entire watersheds and regional influences.

CE 1.1.1 ~~4-04-01(1)~~ Prepare studies of Des Moines area watersheds, identifying environmental problems and short-term and long-term means for solving the problems.

CE 1.1.2 ~~4-04-01(2)~~ Identify and rank capital improvement and land acquisition projects that can prevent flooding, protect surface and ground water quality, stabilize hillsides, and protect, restore, and enhance fish and wildlife habitat.

CE 1.1.3 ~~4-03-10~~ Regulate public and private development proposals in ways to insure that the valuable functions of natural resources are preserved, restored, or improved.

~~4-04-01(3) Require that development proposals provide measures for restoring or enhancing any lost or degraded functions provided by the environment.~~

Comment [dl5]: Addressed in CE 1.1.3.

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CE 1.1.4 ~~4-03-05~~ Explore approaches to regulations and procedures that streamline the permit review process for development in or near shorelines and critical areas.

CE 1.1.5 ~~4-03-06~~ Balance social, economic, and environmental goals to land use planning activities.

CE 1.2 ~~4-03-03~~ Include “best available science” when reviewing, revising, or developing policies and ~~development~~ regulations to protect the functions and values of critical areas, giving special consideration to the protection of anadromous fisheries.

~~4-02-02(12) BAS is information that (1) state or federal natural resource agencies have determined represents the best available science, (2) was derived from consultation with qualified scientific expert(s), as defined in WAC 365-195-905, or (3) was produced through a valid scientific process. A valid scientific process should have the following characteristics, as defined in WAC 365-195-905: peer review, methods, logical conclusions and reasonable inferences, quantitative analysis, context, and references.~~

CE 1.2.1 ~~4-04-02(15)~~ Document, ~~on the record~~, the use of BAS and instances when non-scientific information was used in-lieu-of BAS during the process of developing policies and regulations to protect critical areas and anadromous fisheries. Documentation should include the relevant sources of BAS. Documentation should also include the rational for using information that departs from BAS, identify potential risks to the functions and values of the critical areas, and any additional measures to mitigate such risk.~~was used as a basis for critical areas policies and regulations.~~

Comment [dl6]: Added to Background section.

### Environmentally Critical Areas

CE 2.1 ~~4-03-02~~ Review and revise the City’s Critical Areas Ordinance, on or before June 30, 2015, and every eight years thereafter at least every five years, to ensure protection of the ecological functions and values of critical areas from cumulative adverse environmental impacts; and to ensure compliance with the requirements of the Growth Management Act.

~~4-04-02(2) Develop and update regulations on development in wetlands and streams, and require an undevelopable buffer of preferably native vegetation adjacent to them that is adequate in size to preserve the natural and beneficial values served by wetlands and streams.~~

CE 2.1.1 Designate and protect critical areas using “best available science” (BAS) pursuant to RCW 36.70A.172 and WAC 365-195-900 through 365-195-925.

CE 2.2 ~~4-04-01(8)~~ ~~Maintain and enforce development regulations and a permitting system to pP~~ prevent the destruction of critical areas including wetlands, areas with a critical recharging affect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.

CE 2.2.1 ~~4-04-02(5)~~ Regulate development on bluffs and ravine sidewalls, ~~and require a buffer of undisturbed native vegetation adjacent to them that is adequate in size~~ to insure human safety, health and welfare and to restore and preserve other functions served by bluffs and ravines.

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CE 2.2.2 ~~4-04-02(6) Restrict~~ Limit development proposals and land disturbance on potentially unstable land, such as ~~areas with~~ erosion, landslide, and seismic hazards areas, to insure safety and conformity with existing natural constraints.

CE 2.2.3 ~~4-04-02(7)~~ Seek public acquisition of environmentally critical areas that have outstanding valuable natural functions and aesthetic assets.

~~4-04-02(8) Administer and enforce adopted land use regulations that protect environmentally critical areas from the impacts of adjacent land uses.~~

Comment [NCP7]: Repetitive; covered in 2.1.5 and 2.1.6

CE 2.2.4 ~~4-04-02(9)~~ Require the issuance of a permit and critical area review by the City prior to any construction or land disturbing activity that would occur in, ~~be or~~ adjacent to, or would likely affect a critical area. ~~A permit would be required because the functions and values of unique critical areas can be severely damaged by improper refuse dumping, clearing, grading, filling, and construction.~~

CE 2.2.5 ~~4-04-02(13)~~ Where valid or complete scientific information is not available, the City shall take a precautionary or no risk approach, in which development and land use activities are strictly limited until the uncertainty is sufficiently resolved (as stated in WAC 365-195-920). As an interim approach the City should take an effective adaptive management approach, where the results of land use decisions are scientifically evaluated as to their impacts on critical areas.

CE 2.3 ~~4-03-23~~ Ensure that stream and wetland buffers bear of adequate size to protect critical wildlife species and habitat.

~~CE 2.3.1 Identify and delineate wetlands and their boundaries pursuant to in accordance with the approved federal wetland delineation manual and applicable regional supplements (WAC 173-22-035).~~

CE 2.4 ~~4-03-08~~ Promote the preservation of native vegetation and mature trees, ~~and~~ revegetation, ~~and~~ appropriate landscaping to improve air and water quality and fish and wildlife habitat.

CE 2.4.1 ~~4-04-01(5)~~ Regulate and plan land use and condition development proposals in ways that protect mature trees, native vegetation, stream flow, fish and wildlife habitat, groundwater recharge, and air quality, as well as natural topographic, geologic, and hydrologic features.

~~4-04-02(14) Take measures to control noise pollution and reduce noise impacts.~~

Comment [dl8]: City removed requirements for additional sound measures for building; however, the following regulations in place to control noise:

- City required to comply with IBC and Washington Energy Code.
- Chapter 7.16 Maximum Environmental Noise Levels
- Chapter 7.36 Public Disturbance Noises
- Chapter 18.185 Noise Levels

CE 2.5 ~~4-04-02(14)~~ Strive to bBalance the City's goals of protecting environmentally critical areas with the other social, cultural, and economic goals of the City of Des Moines Comprehensive Plan.

~~4-04-05(11) The City of Des Moines shall maintain a map of Critical Areas.~~

Comment [NCP9]: Moved from strategies section

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- CE 2.5.1 ~~4-04-02(1)~~ Identify environmentally critical areas and ~~promulgate~~ implement performance standards and development regulations for any proposed developments within or adjacent to them.

### Shorelines

- CE 3.1 ~~4-03-04~~ Provide protections for critical areas within shorelines, as designated by the City's Shoreline Management Program. Review and revise the City's Shoreline Management Program, at least every five years to ensure protection of the ecological functions and values of shorelines from cumulative adverse environmental impacts, and to ensure compliance with the requirements of the Growth Management Act.

- 3.1.1 ~~4-04-03(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-Environment Code (Title ~~18-16~~ DMMC).

- 3.1.2 ~~4-04-01(7)~~ Maintain and monitor the Shoreline Master Program to control and regulate development in the shoreline area.

### Water Management

- CE 4.1 ~~4-03-11~~ Analyze the chain of environmental impacts from public and private development proposals in context of the whole watershed. Approve, condition, restrict, or deny development proposals based upon accurate and well-documented environmental information.

- CE 4.1.1 ~~4-04-05(1) Develop a~~ Implement the surface water management program to: ~~that will:~~
1. Enhance water quality and control flooding;
  2. Effectively use and maintain existing drainage facilities that provide fish and wildlife habitat;
  3. Satisfy all regulatory requirements and compliance schedules; and
  4. Identify and fund capital improvements.

- CE 4.1.2 ~~4-04-05(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.~~

- CE 4.1.3 ~~4-04-05(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.

- CE 4.1.4 ~~4-04-05(4)~~ Promote ground water infiltration and minimize surface water runoff by requiring development proposals to limit impervious surfaces.

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CE 4.1.5 ~~4-04-05(4) (part)~~ Grading and construction activities shall implement erosion control Best Management Practices and other development controls as necessary to reduce sediment and pollution discharge from construction sites to minimal levels.

~~4-04-05(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.~~

CE 4.1.6 ~~4-04-05(7)~~ Work with the Washington State Department of Ecology to implement the programs of the Puget Sound Water Quality Management Plan.

~~CE 3.1.8 4-04-05(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.~~

Comment [NCP10]: Repetitive. Subject matter covered in 3.1.8

CE 4.2 ~~4-03-09~~ Regulate significant land clearing, grading, and filling to minimize the area, time, and slope length of exposed soils, and to reduce on-site erosion and off-site sediment transport.

CE 4.2.1 ~~4-03-09 (part)~~ Prohibit any Limit significant clearing, grading, or filling operations prior to drainage and erosion/sedimentation plan approval and implementation.

CE 4.3 ~~4-03-17~~ Undertake all necessary actions to protect the quality of surface water bodies located in the city.

CE 4.3.1 ~~4-04-05(13) In order to~~ To ensure the quality of surface water and protect the health and welfare of ~~its citizens;~~ the City of Des Moines will:

1. Establish a program to monitor surface water quality within its boundaries and encourage neighboring jurisdictions to implement similar monitoring programs.
2. Develop plans, programs and regulations, in cooperation with other jurisdictions, to manage the surface waters of the City.
3. 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. ~~4-04-05(9)~~ Establish and/or maintain enforcement mechanisms that may be used to prevent or stop contamination to surface water quality

Comment [NCP11]: Has this been established? If so, change to "maintain."

CE 4.4 ~~4-03-18~~ Reduce flooding, erosion, and sedimentation; prevent and mitigate habitat loss; enhance ground water recharge; and prevent water quality degradation.

CE 4.4.1 ~~4-03-18 (part)~~ The surface waters of the City of Des Moines should be managed through plans, programs and regulations developed by the City of Des Moines in cooperation with affected jurisdictions.

Comment [NCP12]: Moved from strategies

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CE 4.4.2 ~~4-04-05(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.

~~4-03-19 Manage surface water using a watershed approach, with responsibility shared among the City of Des Moines and affected jurisdictions. Emphasize educational programs and implementation of Best Management Practices to reduce pollution entering surface waters.~~

CE 4.5 ~~To~~ protect, improve, and sustain ground water quality and quantity through best management practices, and sound innovative environmental management.

Comment [dl13]: Addressed in CE 4.1.1 and CE 9.1.3

Comment [NCP14]: Formerly a goal. Moved to policy section.

CE 4.5.1 ~~4-04-05(12)~~ Protect the quality and quantity of groundwater by:

1. Assisting ~~during~~ with the implementation of the South King County Groundwater Management Plan.
2. Implement, as appropriate, Wellhead Protection Programs in conjunction with adjacent jurisdictions and ground water purveyors.
3. ~~Encourage or~~ Require use of Best Management Practices for new development recommended by the South King County Groundwater Management Plan.
4. Refine land use and critical areas regulations, as appropriate, to protect critical aquifer recharge areas.
5. Identify innovative stormwater techniques that protect groundwater from contamination and pollution.

Comment [NCP15]: Proposed new policy

### Fish and Wildlife

CE 5.1 ~~4-03-20 Consistent with land use density objectives,~~ Strive to maintain the existing diversity of species and habitat in the City and maintain a quality environment that includes fish and wildlife habitats that support the greatest diversity of native species.

CE 5.1.1 ~~4-04-01(9)~~ Continue to Designate, map, and protect habitat networks throughout the City of Des Moines from significant adverse environmental impacts.

CE 5.2 ~~4-03-25~~ Work with adjacent jurisdictions and state federal and tribal governments during land use plan development review to identify and protect habitat networks at jurisdictional boundaries.

~~4-03-16 Require review and permit approval before construction activity is allowed to occur within, adjacent to, or likely would affect an environmentally critical area.~~

Comment [NCP16]: Repetitive.

CE 5.2.1 ~~4-03-21~~ Protect and preserve habitat for species that have been identified as endangered, threatened, or sensitive by the state or federal government, or as priority species or priority habitats by the County.

CE 5.2.2 ~~4-04-01 (11)~~ Conservation or protection measures necessary to preserve or enhance anadromous fisheries include measures that protect habitat important for all life stages of anadromous fish, including, but not limited to, spawning and incubation, juvenile rearing and adult residence, juvenile migration downstream

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to the sea, and adult migration upstream to spawning areas. Special consideration should be given to habitat protection measures based on the best available science relevant to stream flows, water quality and temperature, spawning substrates, instream structural diversity, migratory access, estuary and nearshore marine habitat quality, and the maintenance of salmon prey species. Conservation or protection measures can include the adoption of interim actions and long-term strategies to protect and enhance fisheries resources.

CE 5.2.3 ~~4-04-01 (12)~~ Encourage the integration of native plant communities and wildlife habitats with other land uses where possible. Encourage or require that development protect wildlife habitat through site design and landscaping. ~~Encourage or require that new development within or adjacent to wildlife habitat networks incorporate design techniques that protect and enhance wildlife habitat values.~~

Comment [NCP17]: Repetitive

CE 5.2.4 ~~4-04-01 (13)~~ Provide technical assistance, education, and information to citizens and groups wishing to install wildlife enhancement projects. Encourage public demonstration projects that show the range of possibilities for integration of wildlife into a variety of land uses. Consider demonstration projects done jointly by the City and a private landowner or organization.

CE 5.2.5 ~~4-03-26~~ Be a good steward of public lands and integrate fish and wildlife habitat into capital improvement projects when practicable.

Comment [NCP18]: Moved from policy section

CE 5.2.6 ~~4-03-26~~ Preserve native vegetation in parks and other publicly owned lands in the design and construction of new public facilities.

Comment [NCP19]: Proposed new strategy.

CE 5.3 ~~4-03-24~~ Protect salmonid habitat by ensuring that land use and facility plans (transportation, water, sewer, power, gas) include riparian habitat conservation measures. Ensure that development within basins that contain fish enhancement facilities consider impacts to those facilities.

~~4-03-26~~ Be a good steward of public lands and integrate fish and wildlife habitat into capital improvement projects when practicable.

CE 5.3.1 ~~4-03-22~~ Designate and protect fish and wildlife habitat conservation areas including:

1. Priority species of local importance and their habitat as listed by the most current King County Comprehensive Plan and/or the Washington Department of Fish and Wildlife;
2. Commercial and recreational shellfish areas;
3. Kelp and eel grass beds;
4. Herring and smelt spawning areas, and
5. Wildlife habitat networks designated by the City of Des Moines.

CE 5.3.2 ~~4-04-02(3)~~ The City of Des Moines shall evaluate programs and regulations to determine their effectiveness in contributing to ESA listed species conservation and recovery, and shall update and enhance programs and plans where

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appropriate including evaluation of the Zoning Code, the Critical Areas Ordinance, the Shoreline Master Program, the clearing and grading regulations, the landscaping regulations, best management practices for vegetation management and use of insecticides, herbicides and fungicides. The City of Des Moines shall amend these regulations, plans and best management practices to enhance their effectiveness in protecting and restoring salmonid habitat, ~~taking into consideration the model program developed by the Tri County Salmon Conservation Coalition and the recommendations of shared strategy.~~

Comment [NCP20]: No longer relevant.

### Solid and Hazardous Waste Management

- CE 6.1 ~~4-03-12~~ Manage solid and hazardous wastes in a manner that results in waste reduction, prevents land, air, and water pollution, and conserves natural resources.
  - CE 6.1.1 ~~4-04-04(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.
  - CE 6.1.2 ~~4-04-04(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.

### Energy

- CE 7.1 ~~4-03-14~~ Regulate land uses to conserve all forms of energy.
  - CE 7.1.1 ~~4-04-07(1)~~ Establish construction and site planning standards that result in energy conservation or utilize alternative energy sources.
  - CE 7.1.2 ~~4-04-07(2)~~ Seek to stimulate a land use pattern that encourages an efficient transportation system.
  - CE 7.1.3 ~~4-04-07(3)~~ Implement measures to improve bicycle and pedestrian circulation systems.

### Air

- CE 8.1 Protect clean air for present and future generations.
  - CE 8.1.1 Support federal, state and regional clean air policies in cooperation with the Puget Sound Clean Air Agency and the Puget Sound Regional Council. ~~4-04-06(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.~~
  - CE 8.1.2 Strive for high air quality through coordinated land use and transportation planning and management.
  - CE 8.1.3 Support regional efforts to develop electric vehicle infrastructure, such as charging stations.
  - CE 8.1.4 Implement measures to reduce the amount of air-borne particulates such as:
    1. Continuing street sweeping.

Comment [dl21]: Beyond City's authority and resources to regulate and monitor.

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2. Encouraging dust abatement at construction sites.
3. Promoting low-emission construction practices.
4. Transitioning to a low-emission municipal vehicle fleet.

Comment [dl22]: Policy Question: Is this something Council would support.

CE 8.1.5 ~~4-04-06(2) When other trees are not available or do not provide the needed screening, r~~Require that ~~planting and maintenance of~~ trees be an integral part of City street development standards.

CE 8.1.6 ~~4-04-06(2)~~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.

### Education and Outreach

CE 9.1 ~~4-03-15~~Encourage and support education and public involvement programs aimed at protecting environmental quality. These programs should: (1) inform, educate, and involve individuals, groups, businesses, industry, and government; (2) increase understanding; and (3) encourage commitment.

CD 9.1.1 ~~4-04-01(6)~~Promote public involvement in restoring, protecting, and enhancing natural resources through such programs as Adopt-A-Stream and the Backyard Wildlife Sanctuary Program, by working with local educational institutions, and by integrally involving citizens in developing, implementing, and monitoring environmental programs.

CE 9.1.2 ~~4-03-07~~Work with citizens, land owners, businesses, neighboring cities, King County, special purpose districts, and private and public agencies to protect and improve environmental quality, seeking shared responsibility and uniform environmental management.

CE 9.1.3 ~~4-03-19~~Manage surface water using a watershed approach, with responsibility shared among the City of Des Moines and affected jurisdictions. Emphasize educational programs and implementation of Best Management Practices to reduce pollution entering surface waters.

Comment [dl23]: Addressed in CE 4.1.1

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

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#### BACKGROUND AND CONTEXT

The Capital Facilities Element discusses facilities needed for public services that will support planned population and employment growth. This element helps the City to ensure that the right facilities are in the right place to support the development that is planned in the Land Use Element. It also supports other plan elements, such as Transportation and Parks, Recreation, and Open Space, which drive the policy for capital facilities on those topics. By planning ahead to identify which facilities will be needed, the City is better able to ensure that expectations for quality of service (the “adopted Level of Service”) can be met. Consistent with this direction, goals, policies and implementation strategies in this element guide the City to ensure facilities adequately support new development, address any system deficiencies, and maintain their stated Level of Service.

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.

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 provided by the City include police protection, transportation, and surface water management.

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.

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 2035 year planning horizon of this Plan.

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.

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

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

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makers are fully informed of the proposal's adverse impacts and whether adequate mitigation measures can be implemented to mitigate such impacts.

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~~2011)
- (7) Highline Water District Water Facilities Plan (2006)
- (8) Lakehaven Utility District Water Facilities Plan (~~2006~~2015)
- (9) Midway Sewer District CFP (2008)
- (10) Southwest Suburban Sewer District Sewer Plan (~~2006~~2015)
- (11) Lakehaven Utility District Sewer Facility Plan (2009)
- (12) Highline School District ~~Facility~~ 2014-2018 Capital Facilities Plan (2009/2014)
- (13) Federal Way Public Schools District 2014-2015 Capital Facilities Plan (2014)
- (14) Highline College Master Plan (2014)

**Comment [dl1]:** Draft Plan under review with adoption by Council expected late 2015.

**Comment [dl2]:** Council reviewed draft plan.

**Comment [dl3]:** Draft Plan under review with adoption by Council expected late 2015.

**Comment [dl4]:** Council reviewed draft plan.

**Comment [dl5]:** Draft Plan under review with adoption by Council expected late 2015.

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 and Natural Gas:** The transmission of electricity and natural gas to the City is provided by Puget Sound Energy (PSE), a private electric utility whose operation and rates are governed regulated by the Washington Utilities and Transportation Commission, the National Electric

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~~Reliability Corporation (NERC), and Federal Energy Regulatory Commission (FERC), and is delivered by Puget Sound Energy. PSE provides to approximately 12,700 electric customers and 6,350 natural gas customers in Des Moines. Bulk electrical power is distributed via 115 kilovolt (kV) high-voltage transmission lines from transmission stations in Kent and Renton to switching stations in Des Moines, Kent and Renton. Natural gas is distributed regional supply stations to district regulators (Doug Corbin - PSE, Personal Communication, 2/03/15).~~

- (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)~~(7) **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)~~(8) **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)~~(9) **Postal Service:** The US Postal Service operates one facility and one contract station within the City.
- ~~(11)~~(10) **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.

**Comment [dl6]:** Note – the Parks, Recreation and Senior Services Master Plan is being updated and is expected to be adopted Fall 2015.

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~~(12)~~(11) **Schools:** Publicly owned educational facilities are operated by the Highline ~~School District~~ and Federal Way ~~Public Schools Districts~~, Highline ~~Community College~~, and Central Washington University ~~and Heritage College~~. 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 one~~ high schools (~~Aviation and Mount Rainer~~) located in Des Moines. The ~~2014-2018 Capital Facilities Plan~~ ~~2009 Capital Facilities Improvement Plan~~ identifies the District's ~~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 High School~~) have been replaced over the past decade, resulting modern facilities equipped with technology required for today's education.

Federal Way ~~Public Schools District~~ serves the southern part of Des Moines (south of South 252<sup>nd</sup> Street). Woodmont Elementary is the District's only school located in Des Moines. The District's ~~2011-2015 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 location 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) ~~and Heritage University both~~ operates a branch campuses at HCC. ~~CWU is a comprehensive, four year public university offering both Each offer~~ baccalaureate and master's degree programs ~~at the Highline College campus. at its main and branch campuses.~~

~~(12)~~ **Solid Waste Collection and Disposal:** ~~Allied Waste Disposal Company~~ ~~Recology CleanScapes~~ 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.

(13) **Surface Water Management:** The collection and disposal of stormwater in the City is provided by the City of Des Moines.

(14) **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 ~~AT&T~~, Cingular, Nextel, ~~Qwest Cellular~~ ~~CenturyLink~~, Sprint PCS, T-Mobile, and Verizon Wireless.

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- (15) **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.
- (16) **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.
- (17) **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 operate ~~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 17<sup>th</sup> Avenue South, the 137,000 square foot facility ~~will employ~~ employs approximately 120 individuals and has capacity to house up to 820 inmates.

### GOALS

- CF 1** ~~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.*

### POLICIES AND IMPLEMENTATION STRATEGIES

- CF 1.1 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.
- CF 1.1.1 ~~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.
- ~~5-03-01~~ ~~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.~~
- CF 1.2 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.
- CF 1.2.1 ~~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 along with housing and job forecasts 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.

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- CF 1.3 ~~Des Moines should not allow land development to exceed the capacity of~~ Ensure essential capital facilities/utilities (i.e., domestic water, fire protection, sanitary and storm sewer, transportation, etc.). ~~Such facilities should be~~ are available at the time of development.
- CF 1.3.1 ~~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.
- CF 1.4 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.
- CF 1.4.1 ~~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.
- CF 1.4.2 ~~Cooperatively w~~ Work cooperatively with surrounding municipalities and King County during the siting and development of facilities of regional significance.
- CF 1.4.3 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 essential public 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 that~~ 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).
- CF 1.5 ~~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.~~
- CF 1.5.1 Implement the following level-of-service standards, unless other LOS standards are adopted elsewhere:
- 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-

Comment [d17]: This needs to align with UUP criteria.

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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.

- (1) **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.
- (2) **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.
- (3) **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.
- (4) **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.
- (5) **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.
- (6) **Parks and Recreation:** Level of service standards for parks and recreation facilities are provided in the Parks, Recreation and Open Space Element.
- (7) **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.
- (8) **Postal Service:** Encourage improvements to US Postal Services as necessary for residents and businesses.
- (9) **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.
- (10) **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

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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:

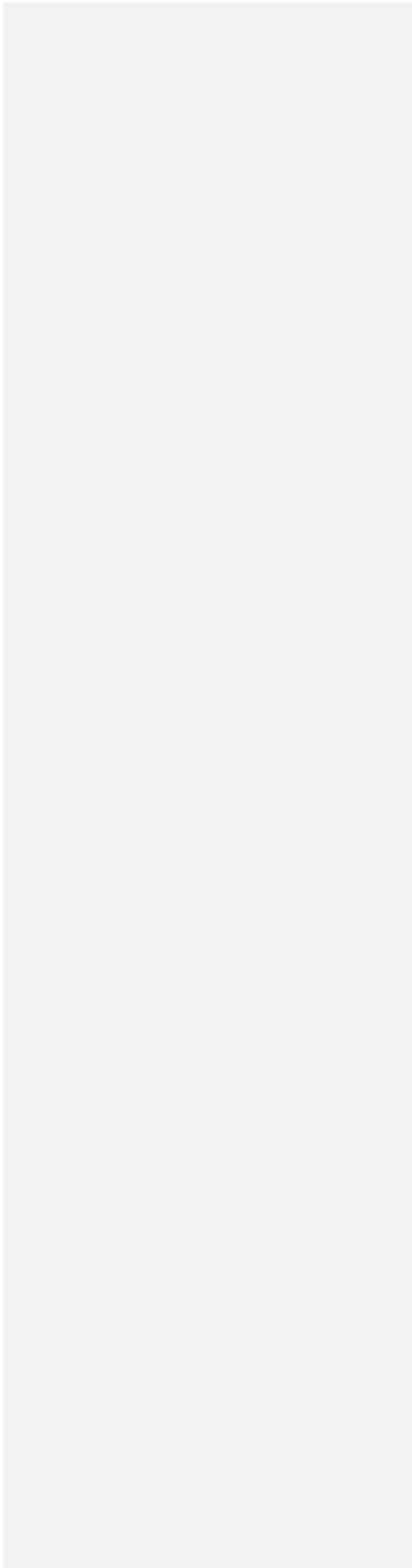
- (a) Underlying soils allow for proper percolation without undue adverse impact; and
  - (b) Sanitary sewer is not within reasonable proximity of the development site; and
  - (c) A binding "no protest" agreement is provided requiring contribution toward extension of, and connection with, the sanitary 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.
- CF 1.5.2 ~~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.
- CF 1.6 ~~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.

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- CF 1.6.1 ~~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.
- CF 1.6.2 ~~5-04-10~~ 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.
- CF 1.6.3 ~~5-04-10~~ 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.
- CF 1.6.4 ~~5-04-10~~ Require adequate screened space in multifamily and commercial developments for on-site recycling containers.
- CF 1.6.5 ~~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.
- CF 1.7 ~~5-03-07~~ ~~Des Moines should e~~ 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.
- CF 1.7.1 ~~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.
- CF 1.7.2 ~~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.**
- CF 1.8 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.
- CF 1.8.1 Support regional efforts to develop electric vehicle infrastructure.
- CF 1.8.2 Encourage new development to include electric vehicle charging stations within or adjacent to their projects.

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## CHAPTER 6: PARKS, RECREATION AND OPEN SPACE ELEMENT

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### BACKGROUND AND CONTEXT

The Parks, Recreation, and Open Space Element contains goals and policies regarding how Des Moines parks, recreational facilities and open space will be acquired, designed, managed, and programmed. These include open space, athletic fields, areas for informal play and recreation, and indoor recreation and rental facilities.

Consistent with the Comprehensive Plan's framework for sustainability and healthy communities, this element plays an important role in promoting good public health. Parks and recreation facilities provide opportunities for physical activity through the use of trails and athletic fields and participation in recreation programs, countering national trends toward physical inactivity and obesity. Studies have also shown that parks can provide mental health benefits, including reduction of depression and anxiety.

The goals and policies in this element are taken from, and must be consistent with, the City's *Parks, Recreation, and Senior Services Master Plan*, which is required by the Washington State Recreation and Conservation Office (RCO) to remain eligible for grant funding. This element also connects and supports other comprehensive plan elements, such as the Land Use Element (through discussion of quality of life and public health), Transportation Element (through the discussion of trails, bikeways, and paths), the Environment and Conservation Element (through the objectives on water conservation and recycling), and the Healthy Des Moines Element (through the discussion of healthy eating and active living).

**6-02-01** An adequate open space, park, and recreation program provides personal, social, economic and environmental opportunities to:

- (1) Enrich each person's life by providing opportunities for self-expression; self esteem and character enhancement, skill development, healthy lifestyles; wellness and physical fitness, mental stimulation and growth; social belonging; and provide a lifeline for older citizens; and
- (2) Enrich the community by providing leadership opportunities, social interaction, community involvement, leadership, and cultural awareness and tolerance; community pride; and
- (3) Enrich the economy by providing opportunities to enhance land values and support business by providing public resources that beautify business areas and neighborhoods, generate revenue through self supporting recreation programs, reduce crime and vandalism through community involvement, and increase tourism through quality recreation facilities, community events and programs; and
- (4) Enrich the environment by protecting open spaces, wildlife habitat, tidal life and near shore ecosystems; thereby reducing pollution and enhancing natural beauty.

**6-02-02** Parks and conservancy areas can preserve and protect critical areas and wildlife habitat, provide natural areas in urban areas, and allow for certain low impact recreational opportunities.

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~~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.

Background information and system inventories for this element can be found in the *Parks, Recreation and Senior Services Master Plan (2009)* which includes estimates of demand for parks, a needs assessment, as well as a discussion about opportunities to coordinate with other jurisdictions to provide parks. Refer to Section 1 of the Plan for this information. The Master Plan is currently being updated and is intended for adoption in Fall 2015. This Parks, Recreation and Open Space Element will be amended to reflect the adopted Master Plan.

### 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

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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.

**6-01-08** Combine new recreational facilities with adjacent recreational, open space, municipal facility, pedestrian/bicycle transportation system or other appropriate areas as feasible. Joint use of such recreation areas should be encouraged. Design and development of such projects should be coordinated with the Parks, Recreation and Senior Services Department as part of the building permit process. ~~(Chapters 17.36, 18.25, 18.45, 18.52 DMMC).~~

**6-01-09** Implement Parks and Recreational Facilities Impact Fees for "park and facilities system improvements" necessary due to growth based on the development's proportionate share of system improvements that are reasonably related to the new development.

**6-01-10** Utilize Park Impact Fees for "park and facilities system improvements" and/or "project improvements" which are "on-site" and provide service for a particular new development.

**6-01-11** Implement as required by State law, improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

**6-01-12** Implement sustainable park and facility design and construction practices that result in facilities that are high-performing, good for the environment, healthy, and enriching for our park visitors and building occupants.

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## POLICIES AND IMPLEMENTATION STRATEGIES

### Policies

#### **6-03-01 Park Land Acquisition**

- (1) Develop and maintain procedures and priorities for the selection, classification and acquisition of park lands and the use of such lands for recreation purposes. All lands designated for recreation purposes shall be suitable for the intended recreation activity.
- (2) Work with other entities and public agencies (Highline and Federal Way School Districts, Highline Community College, State Parks and Utility and Jr. Taxing Districts) to maximize opportunities for acquisition of land that qualifies for the City's park system through Interlocal agreements for "right-of-use" and/or joint development agreements, land transfers, lease, property exchange, dedication and surplus or easement land acquisition procedures.
- (3) Utilize the resources of national, regional and local conservation organizations, corporations, non-profit associations and benevolent entities to identify and acquire environmentally sensitive land, urban wildlife habitat or preservation areas.
- (4) Identify lands that enhance the appearance and character of the City. Such lands may serve as community or neighborhood separators, create gateway features into Des Moines, enhance the park system, or link existing natural or built amenities.
- (5) Preserve significant critical areas as passive open space. Where appropriate, the City may construct improvements that enhance the public's awareness of, and appreciation for, natural areas. ~~(chapter 19.20 DMMC).~~
- (6) Ensure that the quantity and quality of park land increases proportionately with population growth. Des Moines should use a variety of means to provide recreational opportunities.
- (7) Establish a Park Impact Fee program to replace the current park in-lieu provisions that address the long term need to provide park space for future population growth.

#### **6-03-04 Park & Facility Improvement**

- (1) Provide for the orderly and comprehensive planning of park lands and recreation resources through design standards, specific site planning and Master Plan procedures. Such procedures should respond to public need and service area requirements for park and recreation services. Actively seek joint- development and programming opportunities with intergovernmental and private partners and the application of reasonable standards and conditions for such use.
- (2) Park and facility design shall conform to local ordinance or recognized Standards for access, safety, environmental sustainability, health and protection of humans, domestic animals, wildlife and tidal life. Park development shall be of high quality and aesthetically pleasing, sensitive to the opportunities or constraints of the natural, physical or architectural environment.

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- (3) Encourage and support development of local neighborhood and community-based programs for park improvements, including participation of civic clubs, non-profit organizations, neighborhoods, schools, churches, businesses, and other organized volunteer groups.
- (4) Provide barrier-free access by modifying existing facilities when designing and/or constructing new recreation and open space facilities and services.
- (5) Provide basic amenities at recreation and open space facilities such as lighting, seating, drinking fountains, trash receptacles, bicycle racks, shelters, signage and parking whenever possible and appropriate.
- (6) Recreational facilities should be connected by linear open spaces, pedestrian paths, or bicycle routes. Linkages between Des Moines' waterfront facilities along Puget Sound connecting from Des Moines Creek Trail (North Hill) to Redondo are a priority for the park system.

### **6-03-05 Recreation, Senior, Social and Cultural Programs & Services**

- (1) Provide recreation programs that are responsive to population age group and economic demographics and area growth needs. Provide programs and services which are both non-fee and user-fee based as appropriate to achieve a balance within a variety of recreational programs and services offered throughout the community.
- (2) Promote or sponsor community events, family programs and other social activities that serve special populations of the community in terms of age groups, ethnic groups or cultural heritage and youth at risk.
- (3) Develop and participate in joint recreation programs and services with school districts, law enforcement, arts and heritage agencies, human services agencies, tourism agencies, social agencies and other community groups and associations, as well as surrounding communities or neighborhoods within the local or sub-regional area.

### **6-03-06 Park Operations & Maintenance**

- (1) Develop and maintain a maintenance management schedule using best management practices that identifies preventative maintenance, remedial maintenance and deferred maintenance programs for park lands and facilities including all structures, site improvements and tool or equipment resources.
- (2) Establish maintenance service programs that protect public property; preserve its value; ensure its intended use, life expectancy, safety, cleanliness, security and appearance; and promotes community pride.
- (3) Establish maintenance service programs that encourage sustainability to: protect natural resources, reduce waste and recycle resources, minimize dependence on water and fertilizers, and include integrated pest management.
- (4) Develop and maintain the appropriate park rules and regulations that serve the continuing need to ensure access, safety, law enforcement, environmental protection and protection of park sites and recreational resources as public assets.

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## 6-03-07 Economic Development

- (1) Identify and increase opportunities for public access to the public shoreline of Puget Sound and the number and variety of recreational opportunities provided at waterfront parks and the Marina.
- (2) Identify and participate in growth management related public services fees, Hotel/Motel tax and tourist related revenues and/or voted levy assessments in order to fund projects that are identified by the public as needed. Both public and private revenue sources will be employed to achieve a balance of equity and cost to the taxpayer through increased private and non-profit participation in recreation service activity.
- (3) Identify alternative funding programs administered by local, state and federal agencies or other public or private sources which are in the form of grants, loans or other funding mechanism.
- (4) Make pedestrian-friendly improvements to downtown, Pacific Ridge, Midway, East Woodmont and Redondo for all citizens regardless of ability. Enhance business district rights-of-way with enhanced landscaping, way finding directional signs, and pedestrian pathways and areas in a manner that encourages pedestrian interaction between neighborhoods, recreation facilities, schools, business areas, waterfront parks, and the Marina and transportation links.

## 6-03-08 Healthy Community

- (1) Provide fresh food and beverage options in City-sponsored meetings and recreational programs to promote healthy eating habits.
- (2) Identify City park lands as possible locations for community gardens, fruit/vegetable stands, mini farmers markets, and Community Supported Agricultural (CSA) distribution sites to improve access to fresh food.
- (3) Support joint-use agreements for publicly-owned property, schools or church properties, to increase opportunities for active living.

## Implementation Strategies

### 6-04-01 Conserve Open Space Land for Natural, Cultural & Recreation Values:

- Coordinate and maintain procedures for conservation of open space through mechanisms such as zoning, donation, purchase of easements, conservation easements with coordinated planning, taxing and management actions.
- Ensure that proposed land-use and transportation facilities that would subject locally significant parks, golf courses, ball fields, outdoor spectator sports areas, amusements areas, riding stables, nature trails and wildlife refuges to exterior noise exposure levels which exceed limits identified in ~~(chapter 18.38 DMMC)~~the DMMC are opposed or include mitigation measures commensurate with the magnitude of adverse impact anticipated.

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- Where appropriate for recreation or open-space purposes, transfer derelict land, easements, tax delinquent land, surplus roadway/highway rights-of-way, and other land not presently in productive use where such land can be used for land exchange, purchase or long-term leases.
- Make maximum use of lands associated with surface water management and other public utilities to meet recreation needs.
- Enforce regulations for new residential, business, commercial or industrial development and redevelopment which require either the dedication of park lands, provision of recreation facilities and/or payment of impact fees or fees in-lieu of land to a park and recreation trust fund.
- Work with conservation groups and the private sector to encourage donations, bargain sales of land or recreation or conservation easements through equitable incentives and to identify, acquire and conserve or manage natural open space areas and other recreational land.

### 6-04-02

Encourage Joint Use of Existing Physical Resources:

- Where appropriate, establish joint-use recreational facilities while ensuring recreation services to the entire community. Utilize school sites and public buildings for recreation and service programs through establishing joint purchase and/or use agreements.
- Develop specific agreements and reciprocal no-fee policies which encourage park use by school groups and school use by recreation user-groups of all ages.
- Encourage joint use for recreation wherever lands and facilities are suitable and committed to other private and public purposes, including City, county/state properties, utilities rights-of-way, and the property of institutions and private corporations.
- Encourage use of local park and recreation facilities for a wider range of human services delivery (i.e., health information, consumer protection, nutrition, seniors, child care, bookmobiles, playmobiles, etc.).

### 6-04-03

Encourage the Planning, Development and Full Utilization of Trails as Recreation Facilities:

- Plan urban trail systems for maximum pedestrian and bicycle access to parks, schools, transit centers, business districts and employment areas as an alternative to automobile access. Also, plan trail systems that link adjoining communities and urban areas leading to rural or natural areas.
- Develop specific plans for trails to be used as guides in creating coordinated recreation and transportation systems for pedestrian and all non-motorized vehicles or forms of transportation.
- Key pedestrian and bicycle routes should be those identified by the 2009 Des Moines Comprehensive Transportation Plan- Chapter 5 Pedestrians and Bicyclists.

### 6-04-04

Provide Appropriate & Responsive Recreation Services through Specific Planning:

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- Coordinate recreation planning with other human services planning, including schools and law enforcement; coordinate park and facility planning with land-use planning in the City and sphere areas and surrounding communities or neighborhoods.
- Provide for the needs of special populations including those who are economically disadvantaged, physically challenged and developmentally disabled in park facility planning, design and program services.
- Participate in Federal and State bonds and grants programs to ensure that the City is taking full advantage of all appropriate local and non-local sources of financial assistance.
- Conduct a demographics analysis and citizen participation and recreation preference surveys every 1-3 years to determine and/or adjust recreation needs data.
- Encourage ongoing community input into the development and management of park facilities, programs and services through citizens committees working ~~along-side~~ alongside the Parks, Recreation & Senior Services Department.
- Promote environmental education through guided nature trails, environmental education programs and environmental improvement programs sponsored by the City and local educational institutions and non-profit organizations.
- Promote historical and cultural education through the preservation of historical sites and promotion of performing, literary and visual arts, community festivals and special events that extol and promote the cultural and historical heritage of the City of Des Moines.

### 6-04-05

Park and recreation areas that exhibit one or more of the following characteristics may be designated by the City to be of local significance:

- The park or recreation area contains significant recreation or cultural opportunities or facilities, such as waterfront access, historic district, amphitheaters, museums, public art, community centers, sports complexes, regional trails, marinas, etc.
- The location, geography, configuration or facilities of the park or recreation area is/are especially appropriate for use by particular population groups (e.g., the elderly, pre-school children, the disabled).
- Because of its location, age, or scale, it is an easily identifiable visual feature and contributes to the distinctive quality or identity of the community or city.
- The park or recreation area contains unusual or special botanical or wildlife resources.
- The park or recreation area contains critical areas as defined in the Zoning Code that serves a significant role or provides a significant function in the natural systems within Des Moines.
- It is associated in a significant way with a historic event, structure, or person with a significant effect upon the community, city, state, or nation.
- It is associated in a significant way with a significant aspect of cultural heritage of the community, city, state, or nation. (~~chapter 19.20 DMMC~~)

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## Chapter No 7: Housing Element

### BACKGROUND AND CONTEXT

This Housing Element contains the goals and policies that identify steps the City of Des Moines can take in response to housing issues found within the community. These steps are intended to ensure the vitality of the existing residential stock, estimate current and future housing needs, and provide direction to implement programs that satisfy those needs consistent with the goals and requirements of the Growth Management Act (GMA). Specifically, the housing goal stated in the GMA is to:

*“Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.”*

The King County Countywide Planning Policies (CWPPs) require all cities to share the responsibility for achieving a rational and equitable distribution of affordable housing and provide for a variety of housing types and opportunities for all economic segments in King County.

VISION 2040 contains multi-county planning policies that provide a policy framework and numeric guidance for local growth management planning and target setting. The overarching goal of VISION 2040 is for the region to preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident, with fair and equal access to housing for all people.

Affordable housing is a significant need that shapes the quality of life for our community. Current and future residents of Des Moines, like people throughout the region, need housing affordable at a variety of income levels. Thirteen percent of the City’s population lives at or below the poverty level. Though nearly all of the City’s supply of rental housing is priced below the top of the moderate (middle) income rental range, nearly half of the city’s renters, and especially those with low and very low incomes now pay more than 35 percent of their incomes for rent. To meet the housing needs, higher density housing and affordable housing will be targeted near transit stations/stops and in areas that provide a range of public services.

The availability of diverse housing choices and affordable housing for all income groups is essential to a stable, healthy, and thriving community. Demographic trends indicate a shift in future market demand towards smaller housing units, rental housing units, and mixed-use housing in a lively, amenity-rich environment. The City must adapt to these market trends and preferences to be successful.

While the City does not control private sector investment, which is necessary for the development of quality housing and neighborhoods, the City should take the steps within its power to facilitate development of the types of housing that will create the best opportunity for success. Steps that can be taken (and in most cases already have) include creating development regulations that allow these types of products, establishment of incentives for certain development types, evaluation of current codes for barriers to certain housing types, and creation of public-private partnerships.

The City of Des Moines Buildable Lands Report (Appendix A) provides an inventory and analysis of existing and projected housing needs in the City and identifies developed and undeveloped land appropriate for housing.

**7-02-01** The Growth Management Act (GMA) includes the following goal regarding housing:

**Comment [dl1]:** GMA requires that communities complete a housing needs analysis (including housing affordable to those living at the national poverty level). Working with PSRC to address so new information will be added to this element prior to the public hearing.

## WORKING DRAFT

~~“Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.” [RCW 36.70A.020(4)]~~

~~7-02-02 — The Growth Management Act requires that Des Moines adopt:~~

~~“A housing element ensuring the vitality and character of established residential neighborhoods that: (a) includes an inventory and analysis of existing and projected housing needs; (b) includes a statement of goals, policies, and objectives for the preservation, improvement, and development of housing; (c) identifies sufficient land for housing, including, but not limited to, government assisted housing, housing for low income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and (d) makes adequate provisions for existing and projected needs of all economic segments of the community.” [RCW 36.70A.070(2)]~~

~~7-02-03 — The Washington State Housing Policy Act requires that Des Moines:~~

- ~~(1) — Allow accessory apartments (accessory living quarters) within single family residential zones; and~~
- ~~(2) — Regulate residential structures occupied by persons with handicaps no differently than similar residential structures occupied by a family or unrelated individuals.~~

~~7-02-04 — The Countywide Planning Policies for King County (CWPP) require that Des Moines:~~

- ~~(1) — Provide for a variety of housing types and opportunities for all economic segments;~~
- ~~(2) — Estimate the number of net new housing units that will be affordable to the various income groups;~~
- ~~(3) — Demonstrate that local land use regulations allow for the estimated number of affordable units;~~
- ~~(4) — Share in the responsibility for ensuring an equitable distribution of affordable housing;~~
- ~~(5) — Participate in the development of countywide resources to address the large demand for affordable housing;~~
- ~~(6) — Apply policies or strategies to provide its share of affordable housing;~~
- ~~(7) — Identify existing low cost housing that may be lost due to redevelopment and develop strategies to preserve or replace low cost housing; and~~
- ~~(8) — Annually determine the number of new units constructed and affordability of those units.~~

~~7-02-05 — The Land Use Element of the City of Des Moines Comprehensive Plan provides the adopted policies regarding residential densities, unit mix, location, and future population.~~

~~7-02-06 — The Growth Management Planning Council of King County and the City of Des Moines Buildable Lands Report estimates that growth in the number of households will continue in Des Moines throughout the current planning horizon. (The current numbers of housing units are provided in Appendix A; household growth targets and the Buildable Lands Report are in Appendix B).~~

~~7-02-07 — The City of Des Moines Buildable Lands Report (Appendix B) provides an inventory and analysis of existing and projected housing needs in the City and identifies developed and undeveloped land appropriate for housing.~~

~~7-02-08 — Much of Des Moines is impacted by aircraft noise related to Sea-Tac International Airport (STIA). Virtually all of the City of Des Moines is within the 65 Ldn noise contour, and large portions of the City are within the 70 or 75 Ldn noise contour (STIA Existing Noise Exposure Map, 1991). Existing and projected noise contours constrain the amount of land appropriate for residential use. As part of the Port of Seattle (POS) Noise Remedy Program, hundreds of dwellings in Des Moines have been purchased and relocated outside Des Moines by the~~

## WORKING DRAFT

~~POS. While land uses within the City of Des Moines will be urban in nature as directed by GMA and the Countywide Planning Policies, residential densities will be less than would occur in the absence of STIA.~~

~~7-02-09 Environmental noise levels generated by STIA operations necessitated that Des Moines adopt Sound Transmission Control requirements (chapter 14.08 DMMC, International Building Code). These construction standards, which require interior noise reduction levels of 30-35 dBA, contribute to housing construction costs within Des Moines. As a result, opportunities to provide housing affordable to all segments of the community may be constrained by existing noise levels.~~

~~7-02-10 Des Moines has several assisted living facilities that provide housing opportunities for senior citizens and others requiring special-needs housing.~~

~~7-02-11 Mobile/manufactured home parks can provide housing opportunities for low and very low income households. Seven mobile home parks exist within the City. Properties presently occupied by mobile home parks are reasonable locations for these types of dwellings.~~

~~7-02-12 Manufactured homes can be placed in residential zones within the City of Des Moines; however, they must meet Des Moines' Sound Transmission Control requirements and other applicable codes and manufacturer requirements~~

## GOALS

Goal HOU 1 *Encourage the development, preservation, or replacement of housing stock that is affordable to all economic segments of the community.*

Goal HOU 2 *Encourage and support a variety of housing opportunities for those with the development of special-needs housing, particularly those with challenges related to age, health or disability, especially for the senior population, commensurate with the demand for such housing.*

Goal HOU 3 *Protect existing and planned residential areas from adverse impacts associated with incompatible land uses or transportation facilities or activities.*

Goal HOU 4 *Collaborate with other jurisdictions and organizations to meet housing needs and address solutions that cross jurisdictional boundaries.*

Goal HOU 5 *Encourage the development of an appropriate mix of housing choices through innovative land use and well-crafted regulations.*

Goal HOU 6 *Proactively plan for and respond to trends in housing demand.*

## POLICIES AND IMPLEMENTATION STRATEGIES

### Housing Density

HOU 1.1 *Zone sufficient buildable land, create adequate usable development capacity and allow for an appropriate mix of housing types to accommodate Des Moines' projected share of King County population growth over the next 20 years.*

HOU 1.1.1 *Continue to provide opportunities and incentives through the Planned Unit Development (PUD) process for a variety of housing types and site planning techniques that can achieve the maximum housing potential of the site.*~~Continue to allow planned~~

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~~unit developments as provided by the DMMC. Consider textual code amendments that would allow administrative approval of final development plans, and reduce or eliminate minimum site area requirements.~~

~~7-04-17 Continue to allow townhome developments. Consider textual code amendments that would allow the design review process of townhome developments to occur during the final plat process, rather than during preliminary review. Continue to require a conceptual site plan at time of preliminary review.~~

HOU 1.1.2 Promote and foster, where appropriate, innovative and non-traditional housing types such as live/work housing and attached and detached accessory dwelling units, as alternative means of accommodating residential growth and providing affordable housing options.

HOU 1.1.3 Encourage infill development on vacant or underutilized sites.

**Comment [NCP2]:** This is a code issue. Design Review needs to be addressed during preliminary plat to ensure the house product, design and lot size meet development standards.

**Comment [NCP3]:** Provides policy to draft code around these types of housing products.

Mixed Income Housing

HOU 2.1 Continue to assist regional, multi-jurisdictional efforts to address the region's need for low and moderate income housing, and special-needs housing.

HOU 2.1.1 Work cooperatively with other King County cities/agencies to address regional housing issues.

HOU 2.2 Assist the private sector, non-profit agencies, and public entities in the planning and development of affordable and special-needs housing within and near Des Moines.

HOU 2.2.1 Encourage affordable housing availability in all neighborhoods throughout the city, particularly in proximity to transit, employment, and/or educational opportunities.

HOU 2.2.2 Consider mandating an affordability component in Light Rail Station Areas or other Transit-Oriented Communities.

HOU 2.2.3 Assist social service organizations that provide housing for low income and special needs populations, operate emergency shelters, or provide other housing-related services available to Des Moines residents.

HOU 2.2.4 As required by state law, ~~eliminate/prohibit/remove~~ regulatory barriers to the siting of group homes, foster care facilities, and facilities for other special populations. ~~Ensure that residential structures occupied by persons with disabilities are not regulated differently than structures for persons without disabilities.~~ Strive for equitable distribution of special-needs housing within the City of Des Moines and among neighboring jurisdictions, ~~and among Des Moines' neighborhoods.~~

HOU 2.2.5 ~~Review the appropriateness of techniques for~~ Support programs and strategies aimed at providing housing that is affordable to all income groups, such as regional, state and

**Comment [NCP4]:** This seems appropriate for future LLR planning. Same with HOU 2.2.2 below.

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federal housing programs, housing trust fund, inclusionary zoning, development incentives, fee waivers, fast-track processing or assistance to housing agencies.

HOU 2.3 Encourage equitable distribution of low-income and special-needs housing throughout ~~southwest~~ King County ~~and especially in nearby jurisdictions.~~

HOU 2.4 ~~To take advantage of financial incentives that may be available from the federal government, the City of Des Moines should targets Target~~ the development of housing affordable to households with incomes no greater than 80% of the King County Area Median income, adjusted for family size, to mixed use zones ~~along Pacific Highway South within the South Des Moines Neighborhood that are served by transit and other public services.~~

HOU 2.5 Promote compatible residential development that is affordable to all economic segments of the Des Moines community. Ensure City codes and development regulations do not create unnecessary barriers to affordable housing.

HOU 2.5.1 Encourage development of mixed-income projects and communities.

Housing Preservation

HOU 3.1 Promote the preservation, repair and maintenance of existing housing stock in Des Moines to ~~preserve and enhance Des Moines' housing stock and~~ retain the availability of healthy, safe, sanitary, and affordable units.

HOU 3.1.1 Coordinate with neighborhood-based groups and other organizations to promote preservation and rehabilitation of existing residential areas.

~~HOU 3.1.2~~ Publicize King County's ~~housing rehabilitation p~~Minor Home Repair Program available to low and moderate income residents of Des Moines.

HOU 3.2 ~~Protect r~~Residential areas ~~should be protected~~ from adverse impacts associated with incompatible land uses or nearby transportation facilities/activities.

HOU 3.2.1 Protect existing and planned residential areas from unmitigated adverse impacts that may be generated by nearby incompatible land uses or transportation facilities or activities.

HOU 3.2.2 Ensure that the Port of Seattle (POS) and the Federal Aviation Administration (FAA) mitigate the impacts of environmental noise upon Des Moines' residential areas.

~~HOU 3.2.3~~ Avoid siting future housing in close proximity to Sea-Tac Airport pursuant to RCW 36.70.547 and the Washington State Department of Transportation Airports and Compatible Land Use Guidebook, M3074.00 (January 2011, as amended).

**Comment [NCP5]:** Policy Question: Is this still a policy for the city? It is intended to ensure the current demand for affordable housing in our community is met.

**Comment [dl6]:** Supports Goal HO 4

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Land Use

HOU 4.1 Promote ~~compliance consistency~~ with the Land Use Element’s residential policies regarding density, population, housing mix, ~~and locational-siting~~ criteria, ~~etc.~~

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HOU 4.1.1 ~~Continue to~~ implement the residential policies of the Land Use Element regarding dispersion of housing types, unit mix, ~~and~~ future population, ~~etc.~~

HOU 4.1.2 ~~Maintain a strong code enforcement program to maintain neighborhood quality and reduce the potential for nuisance properties and housing. Continue code enforcement programs.~~

HOU 4.1.3 Consider ~~revising the Zoning Code to~~regulations that would allow cottage housing in single family and multifamily zones when ~~this and other~~ appropriate criteria can be met.

Comment [d17]: Supports Goal HOU 5

- ~~1. Minimum lot area~~
- ~~2. Unit size~~
- ~~3. Parking~~
- ~~4. Homeownership required~~
- ~~5. Separation between cottage housing developments~~
- ~~6. Density~~
- ~~7. Height~~

HOU 4.1.4 Allow mobile/manufactured and modular homes within Des Moines when such structures satisfy all applicable health and safety codes.

Comment [d18]: Need to be compliant with State law regarding manufactured housing.

HOU 4.1.5 ~~Continue to allow accessory housing units within single-family neighborhoods in a way that protects residential character, maintains specific design standards, and complies with all applicable laws.~~

Comment [NCP9]: Replaces deleted outdated strategy for ALQs.

HOU 4.2 ~~Initiate and encourage equitable and inclusive community involvement that fosters civic pride and positive neighborhood image.~~

Comment [NCP10]: New policy to support existing implementation strategy + added new policy.

HOU 4.2.1 ~~Craft~~Establish regulations and procedures ~~to~~that provide a high degree of certainty and predictability to applicants and the community at-large ~~and to~~ minimize unnecessary time delays in the review of residential permit applications, while still maintaining opportunities for public involvement and review.

HOU 4.2.2 Encourage the establishment of Block Watch programs in all residential areas.

HOU 4.3 ~~Integrate and coordinate construction of public infrastructure with private development to minimize housing costs wherever possible or practicable.~~

HOU 4.3.1 Use ~~funds from~~ local Capital Improvement Program ~~funds~~, grants, and other ~~funding~~ sources to provide needed capital improvements, such as sidewalks, street lighting, and neighborhood parks in existing residential neighborhoods.

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HOU 4.4 Continue to require on-site recreation areas within new single family subdivisions and multifamily developments.

HOU 4.5 ~~Provide design guidelines that encourage flexibility in housing types while ensuring compatibility of housing with the surrounding neighborhood.~~

**Comment [NCP11]:** New policy to support existing implementation strategy + added two new design policies.

HOU 4.5.1 Encourage site and building designs ~~that promote~~that promotes the safety and security of residents, and visitors ~~and creates an effective transitions between substantially different land uses and densities.~~

HOU 4.5.2 Use design guidelines to ensure that new and infill developments have aesthetic appeal and minimize impacts on surrounding development.

HOU 4.5.3 Encourage accessible design that provides seniors the opportunity to remain in their own neighborhood as their housing needs change.

**Comment [dl12]:** Supports aging in place

~~HOU 1.7 In order to protect new dwellings from existing noise impacts associated with STIA, ensure that new residential construction includes Sound Transmission Control Requirements.~~

~~HOU 1.8 Allow the siting of mobile/manufactured homes within mobile home parks when all applicable regulations can be satisfied.~~

**Comment [NCP13]:** State regulation in place. Local jurisdictions do not have a choice on this matter.

~~HOU 1.9 Accessory living quarters can provide low cost housing opportunities when potential adverse impacts can be mitigated satisfactorily.~~

**Comment [NCP14]:** Replaced with strategy above.

~~HOU 1.11 Continue to allow home occupations as specified by the DMMC.~~

**Comment [NCP15]:** Does not seem necessary.

**IMPLEMENTATION STRATEGIES**

~~HOU 1.1.2 Evaluate the formation of a South County organization such as ARCH (A Regional Coalition for Housing) to address housing and other social service issues related to housing.~~

**Comment [NCP16]:** Would like to see this replaced with another policy perhaps... or simply leave it in.

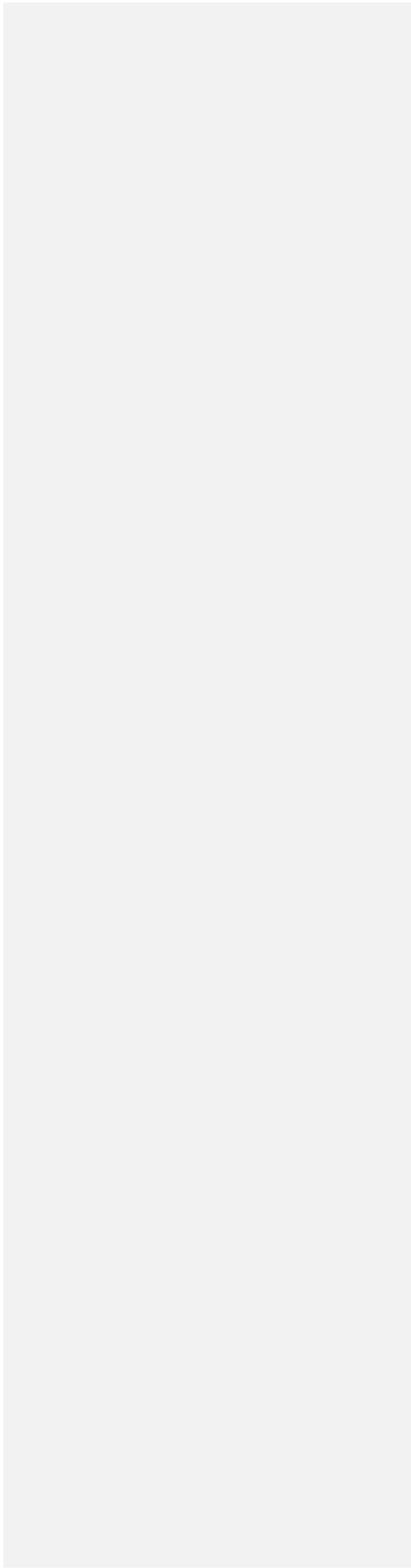
~~HOU 1.1.13 Continue to allow accessory dwelling units as permitted by the Zoning Code. Review and revise accessory dwelling unit regulations for limitations that are unnecessary. Amend the Zoning Code to allow for kitchen facilities in accessory dwelling units when these and other criteria are met.~~

- ~~Minimum lot size~~
- ~~Parking~~
- ~~Owner-occupied units~~
- ~~Size of unit~~
- ~~Density~~
- ~~Height~~

**Comment [NCP17]:** This strategy was accomplished.

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# Chapter No 8: Economic Development Element

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## BACKGROUND AND CONTEXT

The Washington Growth Management Act (GMA) emphasizes county-wide coordination of economic development planning, and economic development is one of the elements of a growth management comprehensive plan (see RCW 36.70A.070 (7)). The requirement for an economic development element was conditioned on the availability of state funds, which have not been provided to date. Many jurisdictions have, however, prepared an economic element of their comprehensive plan. Local governments have prepared other types of economic development plans, including strategic action plans and plans targeted at downtown areas (MRSC, 2014).

The purpose of the Economic Development Element is to establish the goals, policies and strategies for economic growth and vitality that will enhance the City’s character and quality of life. A healthy economy plays an important role in ensuring that Des Moines is a vibrant and sustainable community for living and working. The Economic Development Element can be utilized as the basis for an Economic Development Strategic Plan identifying a specific set of actions and strategies to achieve the policies established in the Economic Development Element. This element describes Des Moines’ economic role locally and identifies appropriate partnerships within the South King County and the Central Puget Sound regional economy. It discusses the importance of economic development to address priorities and needs of the community while accommodating employment growth targets for the year 2035.

Economic development can be defined as actions taken to increase local economic activity resulting in a stronger more diverse economic base. This element identifies policies that promote economic development including an expansion of the City’s economic base to promote job creation and expand the local tax base, increase revenue for the public sector, increase goods, and services to residents and businesses, and establish appropriate public/private partnerships, all of which contribute to a strong, sustainable, and resilient economy. The following goals and policies provide the framework for growing the Des Moines economy. The mission is to provide a climate that maintains a healthy economy for jobs and businesses without sacrificing the qualities that make Des Moines a great place to live.

## GOAL

ED 1 Promote economic stability, growth, and vitality

## POLICIES AND IMPLEMENTATION STRATEGIES

ED 1.1 Increase the self-reliance of the City by diversifying revenue streams, reducing dependence on property tax, and increasing revenues generated from retail sales and commercial economic activity.

ED 1.1.1 Identify ways the City can designate appropriate entitlements to property to encourage quality development; including land use, zoning, expedited permitting, and infrastructure investment where feasible to define development patterns.

ED 1.1.2 Expand utilization of design guidelines to accomplish quality development.

- ED 1.1.3 Incorporate in all aspects of economic development efforts to support and retain local businesses and expansion of opportunities for new businesses; to some degree these can be enhanced by a focus on understanding Des Moines competitive advantages and underserved retail components.
- ED 1.2 Reduce retail leakage within the City by identifying those sectors where the City is underserved by retail business and increasing our competitive advantage to attract new retail development and customers.
  - ED 1.2.1 Conduct an analysis of retail consumption patterns in the City in order to:
    - (1) Establish metrics to determine success in recapturing retail leakage, and
    - (2) Attract businesses in sectors where the City is underserved, thereby increasing the City's retail business activity and increasing retail sales tax.
- ED 1.3 Increase opportunities for higher density, urbanized development focusing on mixed-use projects.
  - ED 1.3.1 Utilize principles from Congress on New Urbanism and Urban Land Institute, and others to establish appropriate mixed-use targets for Des Moines, taking advantage of increasing public amenities associated with urban development.
- ED 1.4 Encourage and leverage the value of public/private partnerships.
  - ED 1.4.1 Explore ways in which the City, and other public agencies, can partner with the private sector to achieve development objectives while at the same time providing public benefits.
- ED 1.5 Continue to provide expedited review and streamlined permitting services to foster confidence in the development community and assure the City is known as a good business partner.
  - ED 1.5.1 Maintain and improve (where possible) the development review process to encourage project applicants to take advantage of pre-application meetings that identify critical project dynamics. The private sector (and public projects) can take advantage of the City's emphasis to front load project review resulting in fewer iterations in the submission process, providing for cost savings and speed-to-market opportunities for development projects.
- ED 1.6 Continue to coordinate economic development efforts within our region to increase the value of regional integration and assets including Sea-Tac Airport and the Port of Seattle.
  - ED 1.6.1 Continue participation and collaboration with regional partners, for example, Soundside Alliance, Port of Seattle, and Economic Development Council of Seattle and King County.
- ED 1.7 Focus on strategies to integrate sustainable development through design, energy efficiency, environmental mitigation and project development.
  - ED 1.7.1 Identify sustainable approaches to project development that encourage energy efficiency, and sustainable environmental design as a means to mitigate potential impacts of development.
- ED 1.8 Foster strategies to support local small business, and retention and expansion of local businesses, in addition to business attraction activities.
  - ED 1.8.1 Work with Highline College Small Business Development Center and other organizations to foster the success of small business.

- ED 1.9 Invest in infrastructure improvements to foster economic development and increase opportunities for walkability, recreation, and define economic development district boundaries (for example, the Marina District).
  - ED 1.9.1 Establish a Marina District Economic Development Plan that incorporates all development elements and objectives to help guide development patterns in these key areas. Elements of the Plan can include the following (some of which already exist): design elements, infrastructure improvements, landscaping, recreation, parking, land use and zoning that will define and distinguish the Downtown/Marina area.
- ED 1.10 Invest in public amenities that help create a vibrant, recreation-oriented, healthy destination city, and that include quality education facilities, and activities for the community.
  - ED 1.10.1 Build on the strong amenities that exist in the city, in terms of parks, beachfront, recreational opportunities, view corridors to assure development of new and maintenance of exiting amenities.
- ED 1.11 Collaborate with schools, colleges and local companies to foster a well-trained and educated workforce.
  - ED 1.11.1 Evaluate on an ongoing basis the types of jobs being created in Des Moines and coordinate information with our local schools and the college to assure workforce programs that address local employment needs.
- ED 1.12 Establish destination branding and economic development for the Marina, Redondo, Pacific Highway South corridor and the Marina District, maximizing our current assets to generate economic activity.
  - ED 1.12.1 Develop materials that summarize the Des Moines “story” and work with developers and investors to further the development of projects and uses that support the destination brand.
  - ED 1.12.2 Work with the private sector to reinforce the brand and articulate Des Moines’ value as a destination site, maximizing existing resources.

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## WORKING DRAFT

### Chapter No 9: North Central Neighborhood Element

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#### BACKGROUND AND CONTEXT

The North Central Neighborhood is Des Moines primary location dedicated for office, research and development, manufacturing, distribution and large-scale industrial development. It is envisioned as a thriving center for trade-related activity that generates new family wage jobs and revenue for the City and advances the region's vitality by linking businesses to world markets via Sea-Tac Airport.

To date, Des Moines, the Port of Seattle (Port), City of SeaTac, Washington State Department of Transportation (WSDOT) and other public agencies have made significant investments in the transportation infrastructure to improve access and freight mobility to serve future development:

- Transportation Gateway Project which entails upgrading two city arterials: S. 216th Street between SR 99 and 19th Avenue S., and 24th Avenue S. north of S. 216th Street. Improvements include 5 lane cross sections with pedestrian, bicycle and urban design elements and a new signal at 20th Avenue S. The 24th Avenue S. and S. 216th Street, Segment 2 (18th Avenue S. to 24th Avenue S.) improvements are complete. The City expects to secure remaining funds so construction of Segment 1A can begin in 2016.
- 28th/24<sup>th</sup> Avenue S. Connection in the City of SeaTac that will complete a new south access to SeaTac Airport with a 5 lane, principal arterial that parallels SR99. Construction of the corridor is expected to be complete in 2016. The multi modal corridor accommodates pedestrians, bicycles and vehicles and completed the connection to the new Sound Transit light rail station and park and ride lot opening in 2016 at S. 200th Street.

Although all of Des Moines is adversely impacted by aircraft noise related to Seattle-Tacoma International Airport (STIA), the area between 16th Avenue S. and 24th Avenues South S. is directly within the aircraft flight path and is particularly heavily impacted.

The area north of S. 216th Street is so severely affected that the Port of Seattle (POS) purchased and removed what was once a well developed single family neighborhood. This process was completed in 1993. This neighborhood buyout has left the area substantially cleared of structures.

Because the Port of Seattle did not expand its acquisition and removal program the area south of S. 216th Street remains in private and City ownership.

South of S. 220th Street, noise impacts are also severe. However, land within this area is currently committed to single family and institutional uses (schools, fire station, etc.).

Vehicular access for business park development is currently problematic. The existing regional arterial network contains insufficient road capacity to serve the traffic volumes that would be generated by full development of the North Central Neighborhood and SeaTac's ABC/Business Park uses. Primary access to the neighborhood is now provided by S. 216th Street, a two lane, east-west roadway. However, traffic generated by business park uses would be traveling primarily to/from the north or south. Primary north-south routes in this area already experience high traffic volumes and high congestion levels during peak travel periods.

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To provide improved access to this area, including to the airport, Des Moines, Port of Seattle, City of SeaTac, State Department of Transportation (WSDOT), and other public agencies are studying the need for and feasibility of: 1) extending State Route 509, 2) providing a new south access highway to the airport; and 3) an improved arterial street to serve future commercial development south of the airport. The Draft Environmental Impact Statement (DEIS) was published in 1995. A preferred alternative has been selected.

The North Central Neighborhood contains four Subareas, each with its own distinct characteristics, opportunities, and limitations. The Subareas are shown in Figure 9-1 and described below:

- (1) **Des Moines Creek Subarea.** This Subarea includes approximately 38 acres in the northwest corner of the North Central Neighborhood. As its name implies, this area includes land within and adjacent to Des Moines Creek and its ravine. Also included is land north and west of the ravine that is separated from the remainder of the North Central Neighborhood by Des Moines Creek. Most of this Subarea area is heavily vegetated with native growth. A large portion of the area is publicly owned (Des Moines Creek Park) and a pedestrian/bicycle paved trail (Des Moines Creek Trail) has been completed. Phase 2 work is currently underway and will extend Des Moines Creek Trail to the Beach Park.
- (2) **North Subarea:** This Subarea is the largest in the North Central Neighborhood, containing approximately 85-89 acres. It is bounded by S. 208th Street to the north, 24th Avenue S. to the east, S. 216th Street to the south, and undeveloped State Route 509 right-of-way and Des Moines Creek Park to the west. The area contains the bulk of the POS buy-out Port properties.
- (3) **South Subarea:** The South Subarea contains approximately 55 acres and is bounded by S. 216th Street to the north, 24th Avenue S. to the east, S. 220 Street to the south, and undeveloped State Route 509 right-of-way to the west. A variety of land-business and recreation uses are found in this Subarea. A small cluster of single family homes on smaller lots are located in the northeast corner and a large apartment complex is located in the northwest corner.
- (4) **West Subarea:** This Subarea contains most of the undeveloped State Route 509 right-of-way that traverses the North Central Neighborhood, and includes land undeveloped Port property to the west of the right-of way. The area comprises approximately 54 acres. Except for several single family homes, the area is largely undeveloped.

Business park development will require the extension of utilities, most predominantly sewer, water, electric power, telephone and natural gas. It is also possible that in order to adequately serve new business park development, off-site improvements to utility systems may be necessary.

The North Central Neighborhood is within the Des Moines Creek and Massey Creek basins, each of which has a history of flooding and water quality problems. Studies completed for Massey Creek and Des Moines Creek include the Lower Massey Creek Flood Alternative Analysis (1994), the Des Moines Creek Basin Plan (1997), and Water Quality Monitoring Plan (conducted on streams city-wide from 1994-1999).

**Comment [dl1]: Policy Question:** Is Council open to consolidating the Des Moines Creek Subarea and West Subarea with the North and South Subareas? This would result in a North and South Subareas that are bisected by S. 216<sup>th</sup> Street.

## WORKING DRAFT

~~Because of the large amount of undeveloped land in the The North Central Neighborhood, there is significant potential provides opportunities for developing park and recreation facilities to serve the public and future employees who work in the area. To the degree allowed by law, the development and public dedication of such facilities could be made a condition of future business park development. Such a condition would allow the public to share in the benefits associated with allowing more intensive development upon land previously occupied by a low density residential neighborhood.~~

The West Subarea represents a potential resource for recreational amenities for the public and employees who use the area, such as completing the connection of the Barnes Creek Trail to the Des Moines Creek Trail. park development or for public facilities because it is separated from the other Subareas by the State Route 509 right of way. ~~Because of this separation, the West Subarea is not well situated for business park development. Instead, the area could provide an extension of the park land in the Des Moines Creek Subarea, and may be suitable for active recreation activities. Even if all or a portion of the right of way is not used for a highway, park development or other public use of the right of way and lands to the west would be an asset to the community. Such development also would provide a buffer between the business park uses in the North Subarea and residential uses to the west.~~

### GOALS

*Goal NCN 1 Catalyze economic opportunity and investment in the North Central Neighborhood by strengthening and supporting business growth and vitality and the creation of family wage jobs.*

*Goal NCN 2 Ensure transportation and other public infrastructure and services are provided concurrent with development.*

*Goal NCN 3 9-01-01 To eEnsure compatibility between business park uses and the surrounding areas, including the Des Moines Creek basin, through careful planning and the mitigation of potential adverse environmental impacts.*

~~*9-01-02 To ensure that land development is consistent with the Goals, Policies, and Strategies of the City of Des Moines Comprehensive Plan.*~~

### POLICIES AND IMPLEMENTATION STRATEGIES

#### Land Use

*NCN 1.1 ~~9-03-01~~ Allow business park-type land uses and recreational facilities within the North and South Subareas.*

*NCN 1.1.1 ~~9-04-01~~ Plan development within each of the Subareas as separate but coordinated units. Require City Council approval of a Subarea master plan prior to any business park development within the Subareas except the southNorth Subarea. Consider updating this Neighborhood Element as necessary to ensure that future master plans are coordinated with approved master plans.*

*NCN 1.1.2 Upon Council approval of master plans, authorize administrative approval of development upon individual sites when such development conforms to the approved master plan.*

## WORKING DRAFT

NCN 1.1.3 ~~9-03-02 Allow~~ Promote a mixture of uses within business parks, including offices, wholesale trade, light manufacturing, research and other related uses. Permit recreational facilities, including sport facilities with related retail uses. ~~Because of the potential for excessive truck traffic and large, unsightly buildings, allow warehousing only as an accessory use to permitted uses. Within the South Subarea, do not allow retail uses except for restaurants and other businesses that serve business park uses and employees. Within the North Subarea allow for large retail uses as part of an adopted Master Plan. Prohibit or limit businesses that create negative off-site impacts such as air or water pollution, excessive noise, light and glare impacts, odors, or significant health hazards.~~

Comment [d12]: This detail addressed in development regulations.

### Transportation

NCN 2.1 Facilitate improved vehicular access prior to or concurrent with new development.

NCN 2.1.1 ~~9-04-02~~ Work cooperatively with other affected agencies during the evaluation, siting, and construction of new roadway improvements.

NCN 2.1.1 ~~9-04-03 Encourage or require that improved north-south vehicular access be developed either prior to, or concurrently with, new business park development. Allow partial business park development prior to completion of a new north-south access road only if additional traffic on existing arterials would not substantially increase congestion.~~ When appropriate, require-ensure business park developments ~~to~~ contribute funds toward the cost of the off-site roadway improvements based on the proportionate share of future vehicle trips, or the added property value created by the roadway improvement.

Comment [d13]: Now Policy NC 2.1

NCN 2.1.3 ~~9-04-04 Prior to approval of any development, require applicants to submit~~ Ensure that traffic reports ~~that~~ identify the potential impacts to the surrounding arterial street network and the appropriate mitigating measures.

NCN 2.1.4 ~~9-04-05~~ Require that business park developments include transportation demand management (TDM) measures, such as bus pass subsidies, preferential parking for car and van pools, flextime, bicycle parking, and ride match services.

NCN 2.1.5 ~~9-04-06~~ Ensure that new development within ~~each the North~~ Subarea ~~be is~~ served by an internal system of public rights-of-way that minimize the impact upon surrounding arterials and residential areas. Require that access to individual developments be exclusively from the internal street systems.

NCN 2.1.6 ~~9-04-07~~ Design ingress and egress for each Subarea to prevent additional traffic on S. 216th Street, west of the North Central Neighborhood, and on 24th Avenue S., south of S. 216th Street. Prohibit or limit developments that will generate excessive amounts of traffic on S. 216th Street, west of the North Central Neighborhood, or on 24th Avenue S., south of S. 216th Street.

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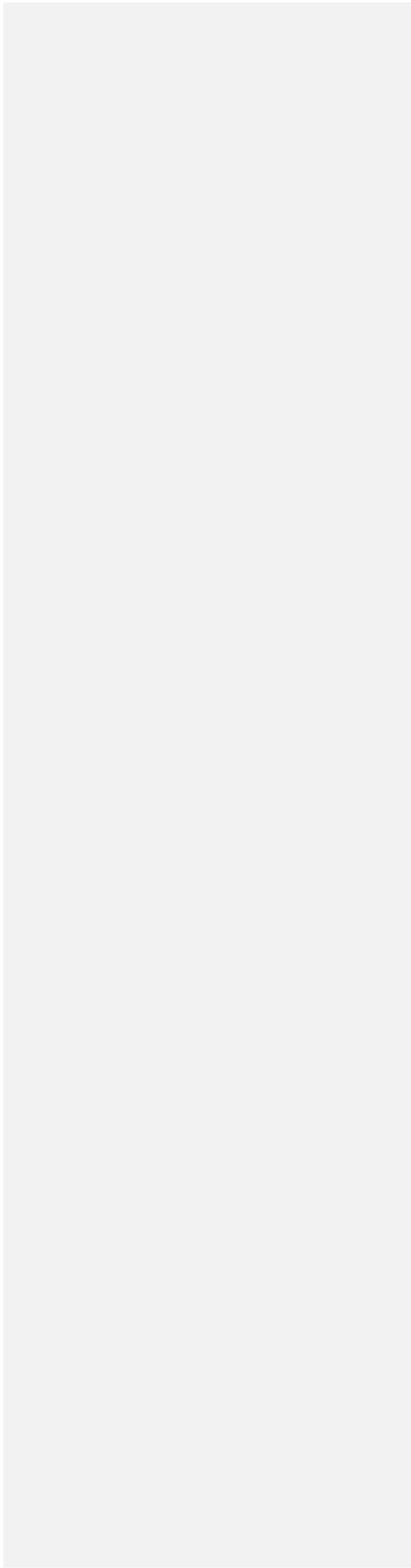
- NCN 2.1.7 ~~9-04-08~~—Design new arterial streets within or adjacent to the North Central Neighborhood so that access to internal, local-access streets within each Subarea will be from the new arterial(s).
- NCN 2.1.8 ~~9-04-09~~—Locate and design SR 509 and 24th Avenue interchanges that extend through or are adjacent to the North Central Neighborhood to: 1) provide direct access to and from the neighborhood; 2) alleviate existing traffic problems in the vicinity; 3) provide improved access for the greater community; and 4) not serve as the sole south access to SeaTac International Airport.
- NCN 2.1.9 ~~9-04-10~~—Prohibit vehicular access to or from S. 220th Street, and limit access to 24th Avenue S. south of S. 216th Street.
- NCN 2.1.10 ~~9-04-11~~—Ensure that new developments provide for convenient pedestrian access to exterior arterials, particularly those with transit routes.
- NCN 2.1.11 ~~9-04-12~~—Require that the planned street and development pattern include relocation of existing utilities. Ensure that master plans include an analysis of all utility needs, including on and off-site improvements. At the time of development, require the undergrounding of existing and new utility lines, including those on adjacent streets. Promote an equitable distribution of utility improvement costs among all business park developments.
- NCN 2.1.12 ~~9-04-13~~—Require that drainage systems be designed consistent with the King County Surface Water Manual, the Des Moines Creek Basin Plan, the Massey Creek Flood Control Management Study and other applicable drainage plans. Require that development maintain the existing direction of surface water flow within existing basin boundaries. Ensure that all surface water runoff be collected and detained to prevent any off-site flooding or adverse water quality impacts. Require drainage systems that utilize biofiltration to maintain water quality and that incorporate drainage features into on-site water amenities.
- NCN 2.1.13 ~~9-04-14~~—Closely regulate extensive outdoor storage areas through the master plan process. Allow small areas for outdoor storage when the area is well screened from adjacent residential properties and public rights-of-way. Recommend or require that loading areas be oriented away from adjacent residential areas and perimeter arterials. Encourage indoor storage areas.

### Park and Open Space

- NCN 3.1 ~~9-03-03~~—Ensure that new business park uses include the development and dedication of park and recreational facilities.
- NCN 3.1.1 ~~9-03-04 Preserve the Des Moines Creek and West Subareas for park development and as a natural area.~~—Acquire lands within Des Moines Creek Subarea, the West Subarea, and the South Subarea for future park development.

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## Chapter No 10: Marina District Element

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### BACKGROUND AND CONTEXT

#### 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.*

~~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.

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- (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.

### GOALS

- Goal MD 1 ~~10-01-01~~ 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.
- Goal MD 2 ~~10-01-02~~ Strengthen community sustainability, pedestrian accessibility, livability and downtown business vitality.
- Goal MD 3 ~~10-01-03~~ Optimize Des Moines' prime waterfront location and City views through the enhancement of cultural opportunities and experiences.

### POLICIES AND IMPLEMENTATION STRATEGIES

#### Land Use

- MD 1.1 ~~10-03-04~~ Encourage mixed use in the D-C zone.
- MD 1.1.1 ~~10-04-06~~ Allow dwellings above street-level commercial uses as a permitted use when specific conditions can be satisfied.
- MD 1.2 ~~10-03-05~~ Building height should not adversely impact the adjacent street environment or nearby land uses.
- MD 1.3 ~~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.

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- MD 1.3.1 ~~10-04-05~~ 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.
- MD 1.3.2 ~~10-04-07~~ Allow automobile service and maritime uses as well as outdoor storage of product inventory where a pedestrian-friendly environment can be maintained or enhanced.
- MD 1.3.3 ~~10-04-08~~ 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~~)

### Transportation

- MD 2.1 ~~10-03-01~~ Enhance the relationship between the commercial district and the shoreline through improved access to the Marina and Puget Sound.
- MD 2.2 ~~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.
  - MD 1.2.1 ~~10-04-03~~ Ensure that street trees are planted throughout downtown.
  - MD 1.2.2 ~~10-04-04~~ Encourage use of shared driveways in order to minimize the number of locations where the sidewalk is interrupted by vehicular traffic.
- MD 2.3 ~~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.
- MD 2.4 ~~10-03-08~~ Encourage use of alternative modes of transportation, including walking, bicycling, carpooling, and use of mass transit.
  - MD 2.4.1 ~~10-04-01~~ Create an integrated transportation system that includes a comprehensive parking strategy, pedestrian and bicycle network, and streetscape improvements.
  - MD 2.4.2 ~~10-04-02~~ Continue to allow uses and facilities that promote transit ridership, such as bus stop shelters, ticket offices, transit information kiosks, etc.
- MD 2.5 ~~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.

### Design

- MD 3.1 ~~10-03-02~~ Encourage the development of gateway features and focal points that contribute to the identity of the Marina District of Des Moines.
  - MD 3.1.1 ~~10-04-09~~ As part of the next review of this Element, investigate the possibility of creating specific subarea plans for the Marina District.
- MD 3.2 ~~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.
- MD 3.3 ~~10-03-11~~ Encourage new development to include public benefit features such as water fountains, bicycle racks, public rest rooms, outdoor seating, art, etc.

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MD 3.3.1 ~~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).

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## WORKING DRAFT

# Chapter No 11: Pacific Ridge Element

## BACKGROUND AND CONTEXT

~~(11-02-01)~~The Pacific Ridge area is located along Pacific Highway South and between 24<sup>th</sup> Avenue South to the west, Interstate 5 to the east, South 212<sup>th</sup> Street to the north, and Kent-Des Moines Road to the south (see Figure 2-7 within the Land Use Element). Nearby regional transportation facilities (existing and planned) provide excellent access to the area. Pacific Ridge's topography and elevation provide excellent opportunities for views of Mount Rainier, Puget Sound, and the Olympic Mountains.

~~(11-02-02)~~Extensive roadway improvements have been completed for this portion of Pacific Highway South. These improvements represent considerable public investment in the area's infrastructure and will improve traffic flow/capacity and vehicular/pedestrian safety, and will significantly enhance the appearance of this area (11-02-02). Many Pacific Ridge properties are not improved to the extent presently allowed by the City of Des Moines Comprehensive Plan and the Zoning Code. Many properties are improved with older buildings and are likely to be redeveloped in the near future (11-02-03). Due to its location and proximity to several major transportation linkages, age of buildings, other social and economic factors, Pacific Ridge represents an opportunity to increase density without the adverse impacts that may occur elsewhere in the City.

~~11-02-03~~ Many Pacific Ridge properties are not improved to the extent presently allowed by the City of Des Moines Comprehensive Plan and the Zoning Code. Many properties are improved with older buildings and are likely to be redeveloped in the near future.

~~11-02-04~~ Due to its location and proximity to several major transportation linkages, age of buildings, other social and economic factors, Pacific Ridge represents an opportunity to increase density without the adverse impacts that may occur elsewhere in the City.

## GOALS

PR 1 *The City of Des Moines intends to transform Pacific Ridge into a new urban community that takes advantage of its geographic location, local and regional transportation linkages, stable soils, and view potential. The transformation of Pacific Ridge will include replacement of lower-scale, existing buildings with new structures that will dramatically enhance the appearance, character, economics, and safety of the area. Pacific Ridge will contain buildings and open spaces designed for pedestrians as well as the motorist. Pacific Ridge will be an area of businesses and residences. New buildings may be five to eight stories in height along Pacific Highway emphasizing retail and office uses. Between the development along Pacific Highway and Interstate 5, buildings may be 8 or more stories in height emphasizing residential high-rise home ownership with green open spaces and view corridors. This new community will exhibit superior design features that make Pacific Ridge inviting to residents and businesses, complement other areas of Des Moines, and foster community pride.*

## POLICIES AND IMPLEMENTATION STRATEGIES

### Land Use and Housing

~~PR 1.1~~ ~~11-04-01 Amend the Des Moines Municipal Code (DMMC) and the City of Des Moines Comprehensive Plan as necessary to maintain consistency with and implement this Element~~

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PR 1.1 ~~11-03-01~~ For commercial properties south of South 216<sup>th</sup> Street, encourage retail and employment uses, but also allow ~~dwelling over street level commercial uses (mixed use) in this area. Allow~~ multifamily development (with minor and incidental commercial uses) on properties south of South 216<sup>th</sup> Street that do not front upon Pacific Highway South. ~~Allow for limited townhouse development east of 30<sup>th</sup> Avenue with Council approval.~~ Do not allow residential uses north of South 216<sup>th</sup> Street.

**Comment [dl1]:** Mixed use is permitted in the PR-C Zone; clarification of the provisions related to multifamily development with limited commercial space is appropriate given limitations stated in the PR-C Zone.

PR 1.1.1 ~~11-04-03~~ Do not allow the establishment of new land uses that are inconsistent and/or incompatible with this Element, such as: automobile towing, ~~commercial parking lots,~~ automobile sales, car washes, and drive-through facilities. Allow a limited number of gasoline stations, automobile repair uses, and retail tire sales.

**Comment [dl2]:** Inconsistent with Zoning. Currently, townhouse development is a permitted use in the PR-R Zone with no special limitations.

**Comment [dl3]:** Policy Question: What is Council position on commercial parking lots? Typically this can be land banking opportunity for vacant properties that creates revenue until conditions are ripe for development.

PR 1.2 ~~11-03-03~~ Encourage land uses that promote long-term residency and activity during both daytime and nighttime hours, such as mixed-use buildings and condominium dwellings.

PR 1.3 ~~11-03-04~~ ~~Ensure new development includes mitigation measures to offset adverse impacts to the natural and built environment that would otherwise occur.~~ Ensure that new construction does not result in undue adverse impacts ~~upon to the natural and built environment and adjacent nearby~~ land uses, and that infrastructure and municipal services are available to serve new land uses.

PR 1.3.1 ~~11-03-04~~ Ensure new development includes mitigation measures to offset adverse impacts to the natural and built environment, ~~adjacent land use, infrastructure and municipal services that would otherwise occur.~~

PR 1.3.2 ~~11-04-11~~ Require that the comprehensive plans and capital improvement plans of the special purpose districts that serve Pacific Ridge reflect the build-out conditions specified by this Element and all implementing policies/regulations.

PR 1.4 Promote a range of housing choices that is affordable to all income levels, including those living at or below the Federally defined poverty level.

PR 1.4.1 Encourage affordable homeownership and rental housing, within the Pacific Ridge Neighborhood.

PR 1.5 ~~11-03-05~~ ~~Encourage~~ Ensure that new ~~development~~ construction ~~to adequately~~ mitigates adverse impacts relating to displacement of affordable housing. ~~Encourage homeownership, and affordable homeownership, within Pacific Ridge.~~

**Comment [dl4]:** Added as new strategy 1.4.1

PR 1.5.1 ~~11-04-04~~ ~~Encourage or require~~ Ensure that new development include mitigation measures relating to displacement of affordable housing. ~~Encourage new residential development to offer owner-occupied dwellings.~~

**Comment [dl5]:** Addressed by strategy 1.4.1.

### Economic Development

PR 2.1 ~~11-03-02~~ Encourage developers to take advantage of increased building heights in this neighborhood to enhance land value, promote redevelopment, expand view opportunities, and to accommodate household growth targets specified by the Countywide Planning Policies for King County.

PR 2.2 ~~11-03-06~~ Ensure that development requirements, land use review procedures, and mitigation measures do not unnecessarily hinder redevelopment. Utilize innovative land use review techniques/procedures to minimize timeframes and uncertainty during permit review. Examples

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of such techniques/procedures include: streamlined environmental review; optional DNS; impact fees, etc.

PR 2.3 ~~11-03-07~~ Promote redevelopment of Pacific Ridge properties to attract new or expanded businesses and commercial development to Pacific Ridge.

PR 2.3.1 ~~11-04-12~~ Coordinate with other agencies/organizations to:

- 1) ~~a~~Attract new businesses in Pacific Ridge;
- 2) ~~p~~Promote development and redevelopment opportunities in Pacific Ridge; and
- 3) ~~e~~Encourage new construction that is consistent with this Element.

PR 2.3.2 ~~11-04-03~~ Encourage land assemblage (~~lot consolidation~~) ~~so that~~ to facilitate larger-scale development proposals ~~can be considered~~, and to minimize instances where “hold-out” properties do not contribute to the emerging character of the area. When new construction is proposed, encourage or require that internal property lines within building sites be removed. Discourage further division of parcels when such proposals are inconsistent with Pacific Ridge policies and/or regulations.

### Transportation

PR 3.1 ~~11-03-08~~ Ensure that public and private development continues the pedestrian-friendly environment envisioned by the Pacific Highway South Roadway Improvement Project. Ensure compliance with the state Barrier-Free Regulations.

PR 3.2 ~~11-03-10~~ Encourage use of alternative modes of transportation, including walking, bicycling, carpooling, and mass transit. Coordinate City-sponsored transportation improvements via the Comprehensive Transportation Plan and the Capital Improvement Program.

PR 3.2.1 ~~11-04-06~~ Encourage transit service to Pacific Ridge, such as nearby park-and-ride lots, direct bus service to light and heavy rail transit stops, bicycle corridors, to and from transit nodes, etc.

PR 3.3 ~~11-03-11~~ Coordinate with Sound Transit and the Cities of Kent, SeaTac and Federal Way on the extension of light rail through Des Moines.

PR 3.3.1 ~~11-04-07~~ Support a light rail alignment on or east of the SR 99 center median, or along 30th Avenue South, provided a light rail stop is added in the vicinity of South 216th Street; or designate the west margin of Interstate 5 as the light rail corridor through Pacific Ridge. Work with Sound Transit to establish a light rail stop in the vicinity of S 216<sup>th</sup> Street.

PR 3.4 ~~11-03-12~~ Promote a pedestrian-friendly sidewalk environment throughout Pacific Ridge. The sidewalk environment may include storefronts near the sidewalk, consolidated and/or shared vehicular access, public open space, attractive landscaping, and integrated signs and lighting. Promote safe and direct pedestrian access between Pacific Highway South and nearby properties.

PR 3.4.1 ~~11-04-05~~ Encourage or require use of shared driveways in order to minimize the number of locations where the sidewalk is interrupted by vehicular traffic. Ensure that land use policies and regulations are consistent with the controlled-access requirements of the Washington State Department of Transportation (WSDOT).

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- PR 3.5 ~~11-03-13~~ Ensure that off-street parking regulations reflect anticipated future demand. Require off-street guest parking for multifamily developments. 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.

### Design

- PR 4.1 ~~11-03-14~~ Encourage the development and use of gateway features, focal points, and unique design features that contribute to the identity of Des Moines and Pacific Ridge.
  - PR 4.1.1 ~~11-04-08~~ Ensure that street trees are planted throughout the Pacific Ridge.
- PR 4.2 ~~11-03-15~~ Require that new construction contain and exhibit high-quality design elements and building materials as outlined by the Pacific Ridge Design Guidelines.
- PR 4.3 ~~11-03-16~~ Enhance personal and property safety through development regulation, including use of crime prevention through environmental design (CPTED) guidelines or regulations.
- PR 4.4 ~~11-03-17~~ Encourage new construction to incorporate design elements that provide view corridors, visual interest, pedestrian scale, and features which minimize impacts associated with building height, bulk, and scale. Require the terracing of upper floors of buildings.
- PR 4.5 ~~11-03-18~~ Encourage new development to include public benefit features such as plazas and courtyards with outdoor seating, hill-climbs, overhead weather protection, public art, etc.

### Parks and Open Space

- PR 5.1 ~~11-03-09~~ Expand recreational opportunities in or near Pacific Ridge.
  - PR 5.1.1 ~~11-04-09~~ Extend Midway Park to the east, and to the west to Pacific Highway South. Provide pedestrian connections between Midway Park, Pacific Highway South, and the Steven J. Underwood Park.
  - PR 5.1.2 ~~11-04-10~~ Align City and outside resources, including in-lieu multifamily recreation fees, to improve and/or expand recreation opportunities and open space in and near Pacific Ridge. Examples of potential improvements include: 1) enlarging Midway Park; 2) improving the Sports Park complex adjacent to Pacific Ridge; and 3) improving pedestrian connections between these facilities.

## Chapter No 12: Healthy Des Moines Element

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### BACKGROUND AND CONTEXT

In the past decade, there has been an overall increase of obesity and chronic diseases in King County. Data show that people living in South King County bear a disproportionate burden of poor health and poverty compared to other parts of the County.<sup>1</sup>

In 2010, the City of Des Moines partnered with Public Health Seattle and King County; the cities of Burien, SeaTac and Normandy Park; and the Highline School District, to form the Healthy Highline Communities Coalition (HHCC). The HHCC is working to coordinate healthy resources available in our communities and to help our citizens take the necessary steps to become healthier by consuming more nutritious foods and engaging in more physical activity.

#### Des Moines Healthy Community Gaps

Poor nutrition and lack of physical activity are primary risk factors for obesity and chronic diseases like diabetes, heart disease and certain cancers. While people's health is influenced by personal decisions, it is also shaped by how our community is designed and built, such as land use, the transportation systems, and the location of parks, recreation facilities, public buildings, and other services. National research has shown that in communities where healthy food options like fresh fruits and vegetables are available, residents have better diets and lower rates of obesity and diet-related chronic disease. Similarly, people tend to be more active when they can easily access key destinations such as parks, schools, workplaces, and shops by walking and biking.

Assessment data show that Des Moines has an “unbalanced food environment” – that is, there are far more opportunities to buy junk food and fast food than “healthy food.” From a public health perspective, this means that Des Moines residents have a higher exposure to unhealthy foods than to nutritious foods.<sup>2</sup> In addition, there are low income areas that are not within reasonable walking distance (i.e., > one-half mile) of a grocery store or market that provides fresh food.

A current conditions assessment for Safe Routes to School near Des Moines' elementary schools (Midway, Des Moines, North Hill, Woodmont, and Parkside) shows that some improvements along the roadside, such as sidewalks or even widened shoulders are needed to make it easier and more comfortable for children and their families to safely walk and bike to school.<sup>3</sup>

#### Bridging the Gaps through Policy, Systems and Environment Changes

The City of Des Moines' policies relating to land use, food access and the transportation system have a strong influence on people's lifestyles and in promoting a healthy community. Goals, policies and strategies within the Healthy Des Moines Element as well as those within Chapter 2 – Land Use Element, Chapter 3 – Transportation

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<sup>1</sup>Public Health – Seattle & King County website, Burien/Des Moines Health Planning Area data and maps available at: <http://www.kingcounty.gov/healthservices/health/partnerships/cppw/kcprofile.aspx> (last accessed 8/22/11)

<sup>2</sup> Martin, Kara E., et al., *The Food Landscape in Des Moines, Washington*. September 2011.

<sup>3</sup> SvR Design Company and Alta Planning and Design, *Safe Routes to School Project Lists/Communities Putting Prevention to Work* August 2011.

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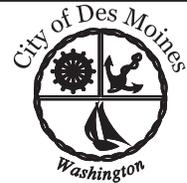
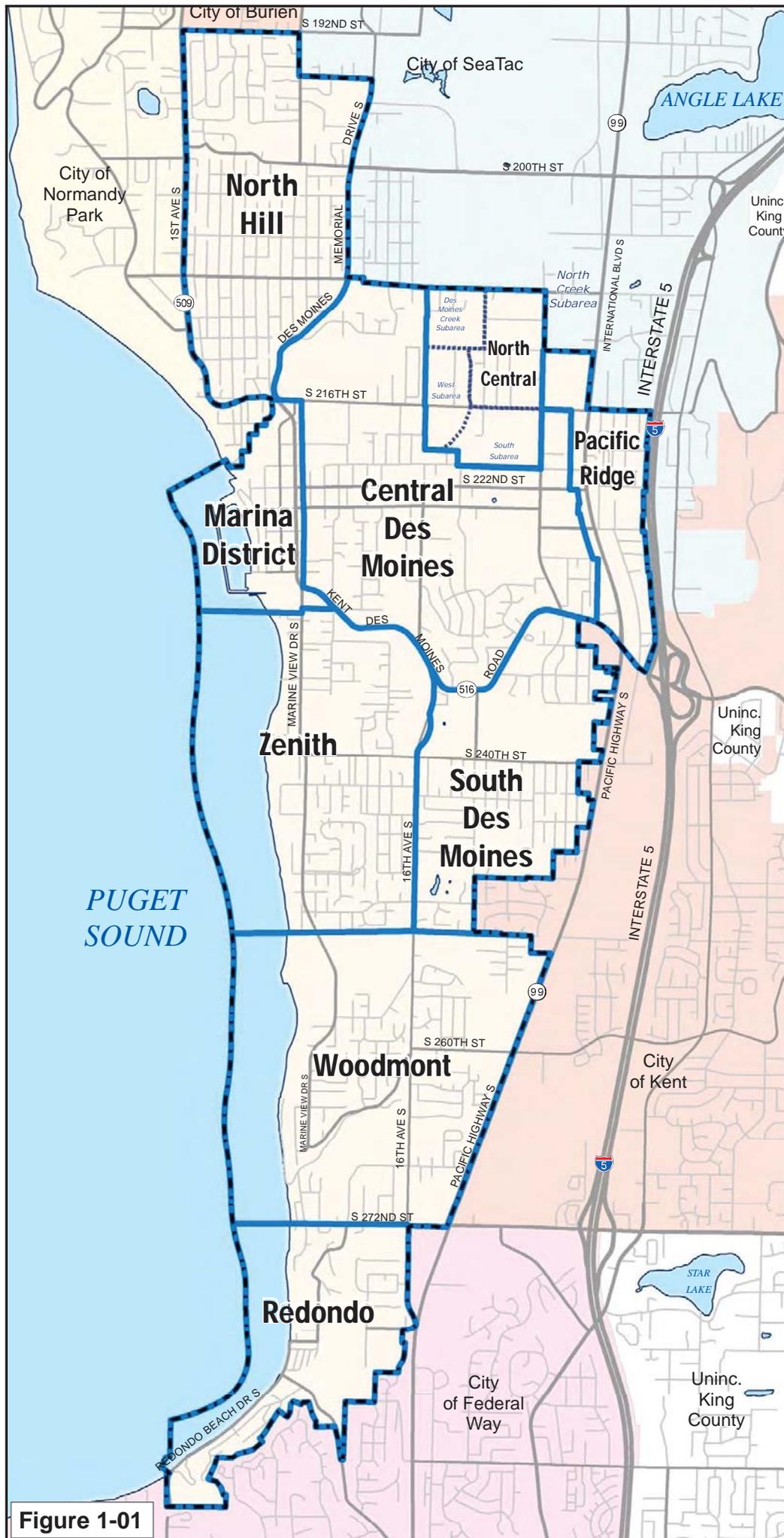
Element, and Chapter 6 – Parks, Recreation, and Open Space Element provide a framework and identify the actions for making the necessary changes to build a healthy, vibrant Des Moines that fosters an environment for healthy eating and active living within our community.

### GOALS

- HD 1 ~~12-01-01~~ Participate in the Healthy Highline Communities Coalition to coordinate with surrounding communities to improve access to physical activity and healthy foods, and facilitate the long-term implementation of the Healthy Des Moines Initiative.
- HD 2 ~~12-01-02~~ Develop public, private and non-profit partnerships to support the goals of and sustain the Healthy Des Moines Initiative.

### POLICIES AND IMPLEMENTATION STRATEGIES

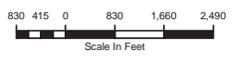
- HD 1.1 ~~2-03-01~~ Support policy, systems, and environmental changes that result in increased access to healthy foods and beverages and opportunities for physical activity, with an emphasis on school-age children.
  - HD 1.1.1 ~~12-04-01~~ Adopt a Healthy Food Resolution and create a long-term action plan.
  - HD 1.1.2 ~~12-03-03~~ Continue to support the Des Moines Food Bank, Farmers Market and other organizations that help provide food assistance to low-income residents so that all families, seniors, schools, and community-based organizations are able to access, purchase, and increase intake of fresh fruits, vegetables, and other non-processed food.
- HD 1.2 ~~12-03-01~~ Provide healthy food and beverages in City-sponsored meetings and programs and at City facilities to promote balanced food choices.
  - HD 1.1.2 ~~12-04-02~~ Implement nutritional standards and healthy food procurement policies in City owned and operated facilities and across departments.
- HD 1.4 Sustain the Des Moines K-FIT program that teaches fitness, nutrition, and health to youth in City-sponsored early childhood and school-age clubs and camps.
  - HD 1.4.1 Continue to implement Des Moines K-FIT Physical Activity Standards at City-sponsored recreation programs.
  - HD 1.4.2 Provide ongoing training, support and resources for K-FIT Activity Leaders so they can competently facilitate youth health and fitness education and activities.
- HD 2.1 Work with public, private and non-profit partnerships such as the Public Health Seattle & King County, School Districts, Seattle Children’s Hospital, HealthPoint and Sea Mar Community Health Center to advocate the goals and outcomes Healthy Des Moines Initiative.
  - HD 2.1.1 Collaborate with schools and community partners to identify and implement best practices to achieve a reduction in childhood obesity.
  - HD 2.1.2 Continue to work with the Federal Way and Highline School Districts to align programs and share spaces and resources to support youth health and learning.



**City of Des Moines**  
 Comprehensive Plan  
 Neighborhood  
 Planning Areas

- Des Moines City Limits
- Planning Area Boundary
- North Central Subareas

**CITY OF DES MOINES**  
**COMPREHENSIVE PLAN MAP SERIES**  
 This map series is intended for general planning purposes related to the City of Des Moines Comprehensive Plan.

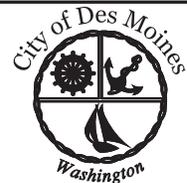


**Community Development**  
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File: Planning Areas.mxd  
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 Map Generated: Nov 12, 2010

**Figure 1-01**





# City of Des Moines Comprehensive Plan Central Des Moines Planning Area

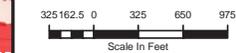
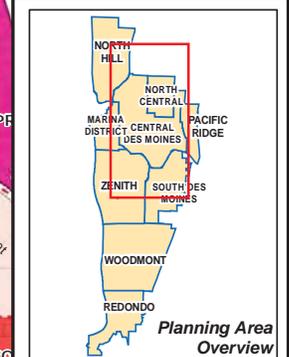
## Comprehensive Plan Designations

- RESIDENTIAL**
- SF - Single Family
  - MF - Multifamily
  - T - Townhome
  - RF - Retirement Facility
  - PR-R - Pacific Ridge Residential
- COMMERCIAL**
- COM - Commercial
  - BP - Business Park
  - PF - Public Facility
  - PR-C - Pacific Ridge Commercial
  - PR-M - Pacific Ridge Mixed
  - PARK - Park
- Des Moines City Limits  
Streams  
Mixed Use Overlay  
Planning Area Boundary  
Public/Exempt Parcels (DM Only)  
PUD See Plan For Density

**CITY OF DES MOINES  
COMPREHENSIVE PLAN MAP SERIES**  
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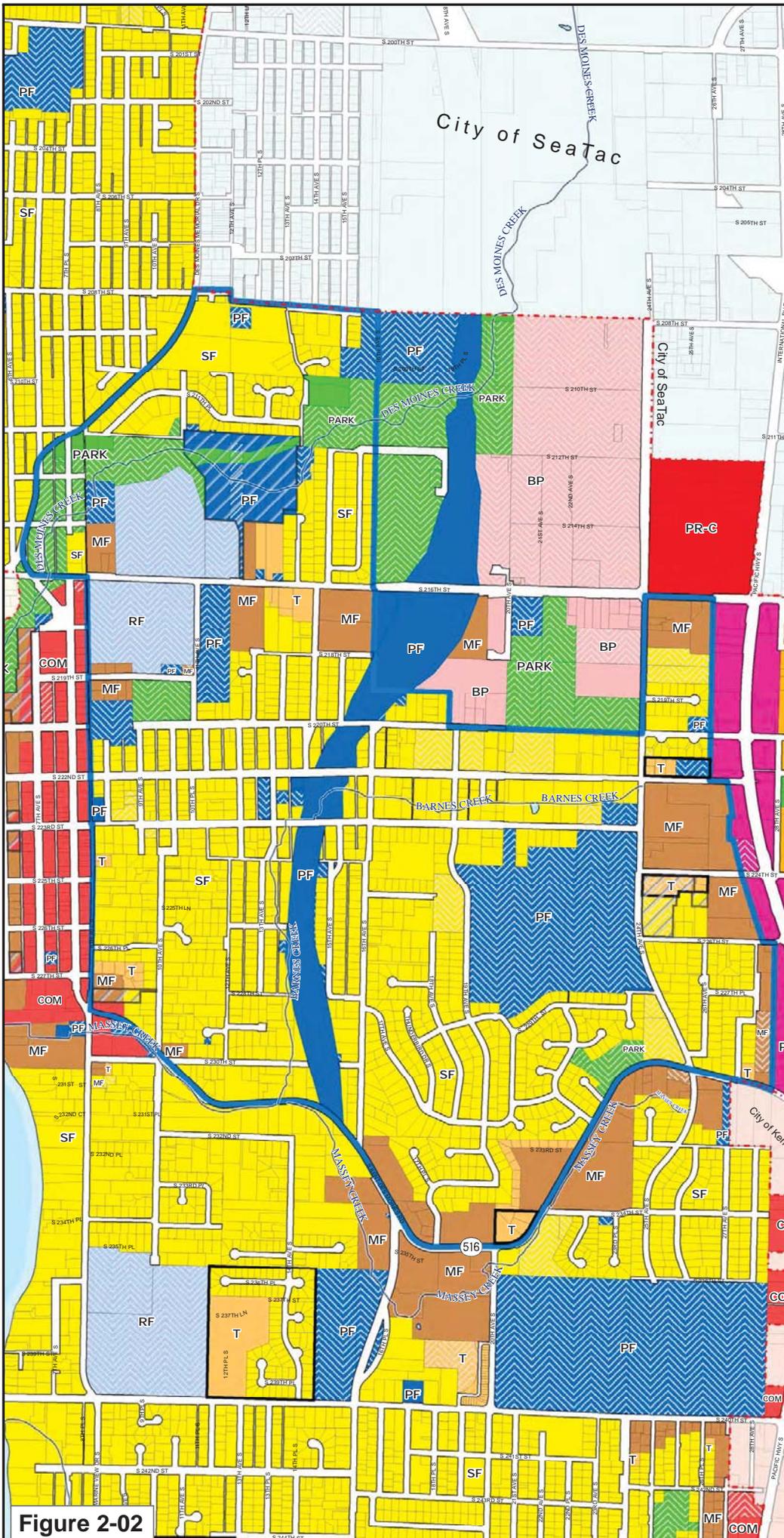
## Enacting Ordinances

- Ord. 1528, 2011
- Ord. 1499, 2010
- Ord. 1469, 2009
- Ord. 1425, 2008
- Ord. 1376, 2006
- Ord. 1232, 2003
- Ord. 1265, 2000
- Ord. 1238, 1999
- Ord. 1176, 1996
- Ord. 1160, 1995

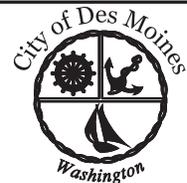


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**Figure 2-02**



# City of Des Moines Comprehensive Plan North Central Planning Area

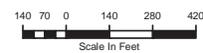
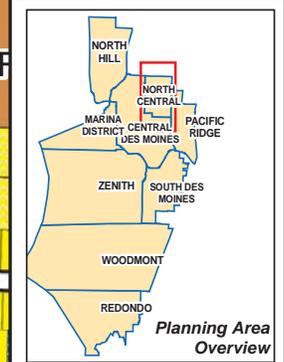
## Comprehensive Plan Designations

- RESIDENTIAL
  - MF - Multifamily
  - PR-R - Pacific Ridge Residential
  - SF - Single Family
  - T - Townhome
- COMMERCIAL/NON RES
  - BP - Business Park
  - COM - Commercial
  - IC - Institutional Campus
  - PARK - Park
  - PF - Public Facility
  - PR-C - Pacific Ridge Commercial
  - PR-M - Pacific Ridge Mixed
- Des Moines City Limits
- Streams
- Mixed Use Overlay
- North Central Subareas
- Planning Area Boundary
- Public/Exempt Parcels (DM Only)
- PUD See Plan For Density

**CITY OF DES MOINES  
COMPREHENSIVE PLAN MAP SERIES**  
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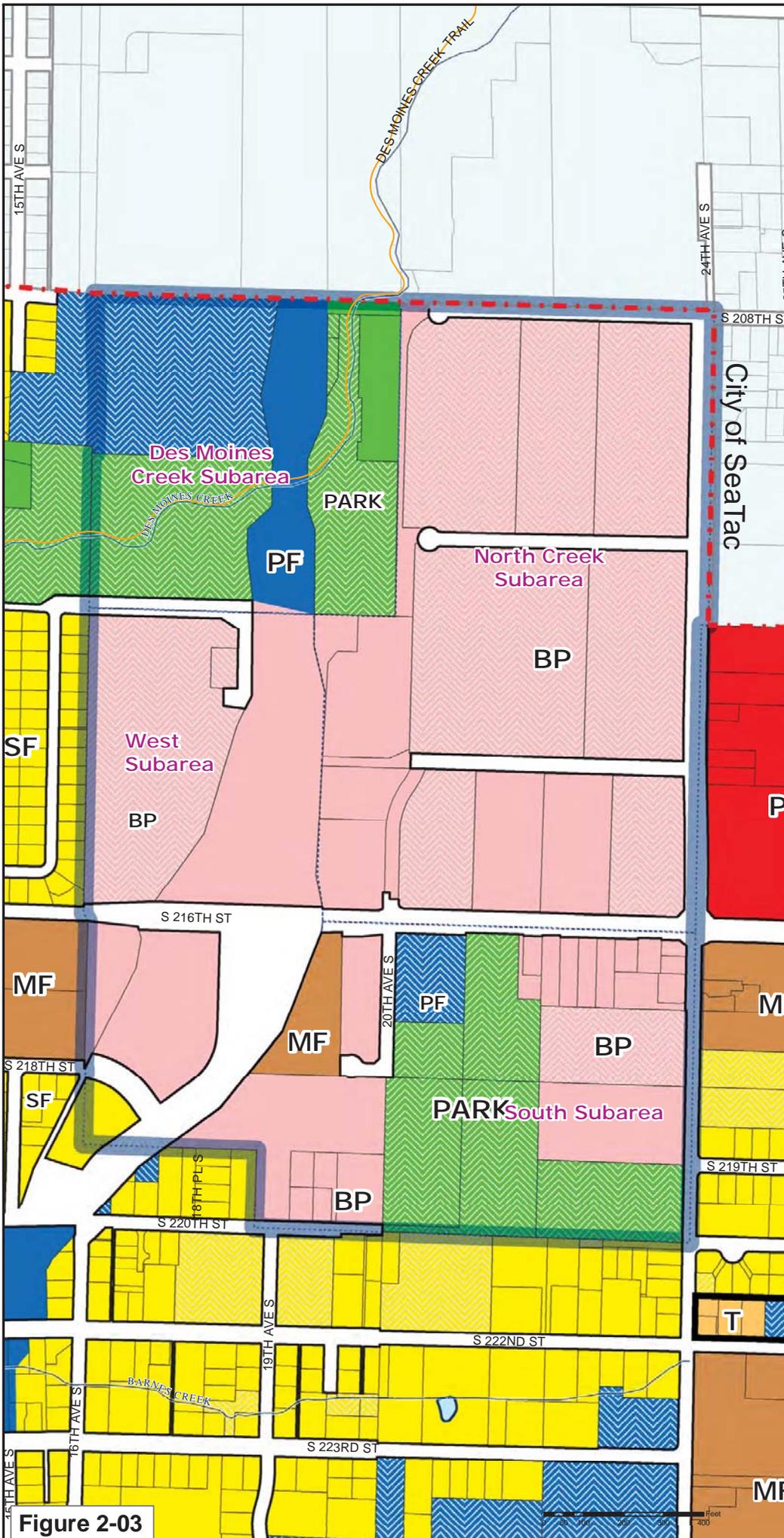
## Enacting Ordinances

- Ord. 1551, 2012
- Ord. 1528, 2011
- Ord. 1499, 2010
- Ord. 1469, 2009
- Ord. 1425, 2008
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**Figure 2-03**



# City of Des Moines Comprehensive Plan Pacific Ridge Planning Area

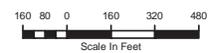
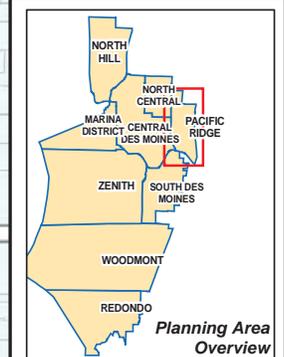
## Comprehensive Plan Designations

- RESIDENTIAL**
- MF - Multifamily
  - PR-R - Pacific Ridge Residential
  - SF - Single Family
  - T - Townhome
- COMMERCIAL/NON RES**
- BP - Business Park
  - COM - Commercial
  - IC - Institutional Campus
  - PARK - Park
  - PF - Public Facility
  - PR-C - Pacific Ridge Commercial
  - PR-M - Pacific Ridge Mixed
- Des Moines City Limits  
Streams  
Mixed Use Overlay  
North Central Subareas  
Planning Area Boundary  
Public/Exempt Parcels (DM Only)  
PUD See Plan For Density

**CITY OF DES MOINES  
COMPREHENSIVE PLAN MAP SERIES**  
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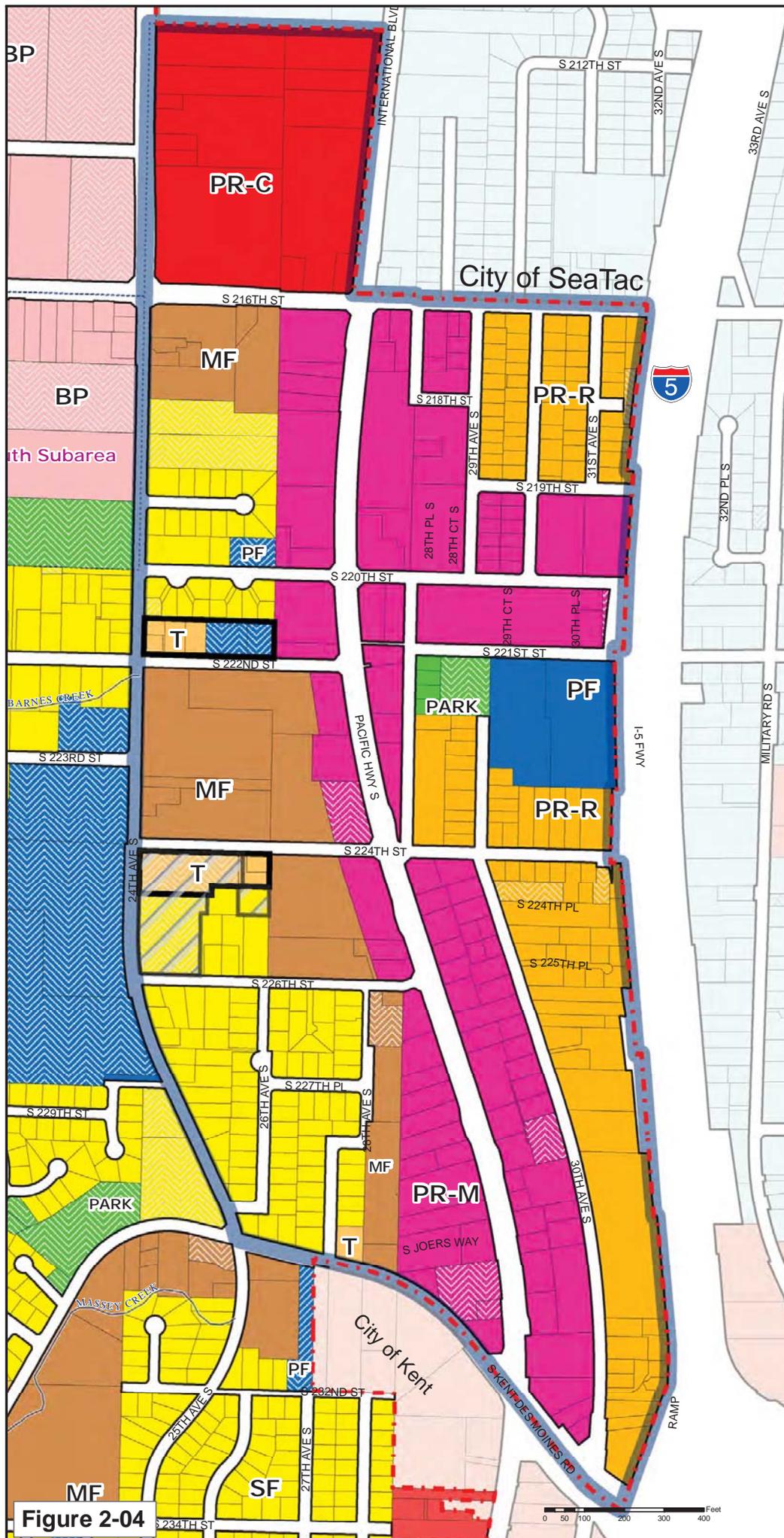
## Enacting Ordinances

- Ord. 1551, 2012
- Ord. 1528, 2011
- Ord. 1499, 2010
- Ord. 1469, 2009
- Ord. 1425, 2008
- Ord. 1376, 2006
- Ord. 1232, 2003
- Ord. 1265, 2000
- Ord. 1238, 1999
- Ord. 1176, 1996
- Ord. 1160, 1995

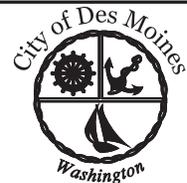


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**Figure 2-04**



# City of Des Moines Comprehensive Plan Zenith Planning Area

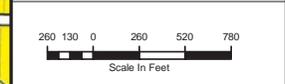
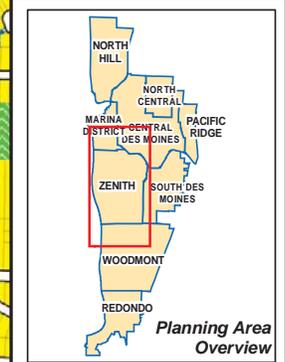
## Comprehensive Plan Designations

- RESIDENTIAL**
- SF - Single Family
  - MF - Multifamily
  - T - Townhome
  - RF - Retirement Facility
  - PR-R - Pacific Ridge Residential
- COMMERCIAL**
- COM - Commercial
  - BP - Business Park
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  - PARK - Park
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Streams  
Mixed Use Overlay  
Planning Area Boundary  
Public/Exempt Parcels (DM Only)  
PUD See Plan For Density

**CITY OF DES MOINES  
COMPREHENSIVE PLAN MAP SERIES**  
This map series is intended for general planning purposes related to the City of Des Moines Comprehensive Plan.

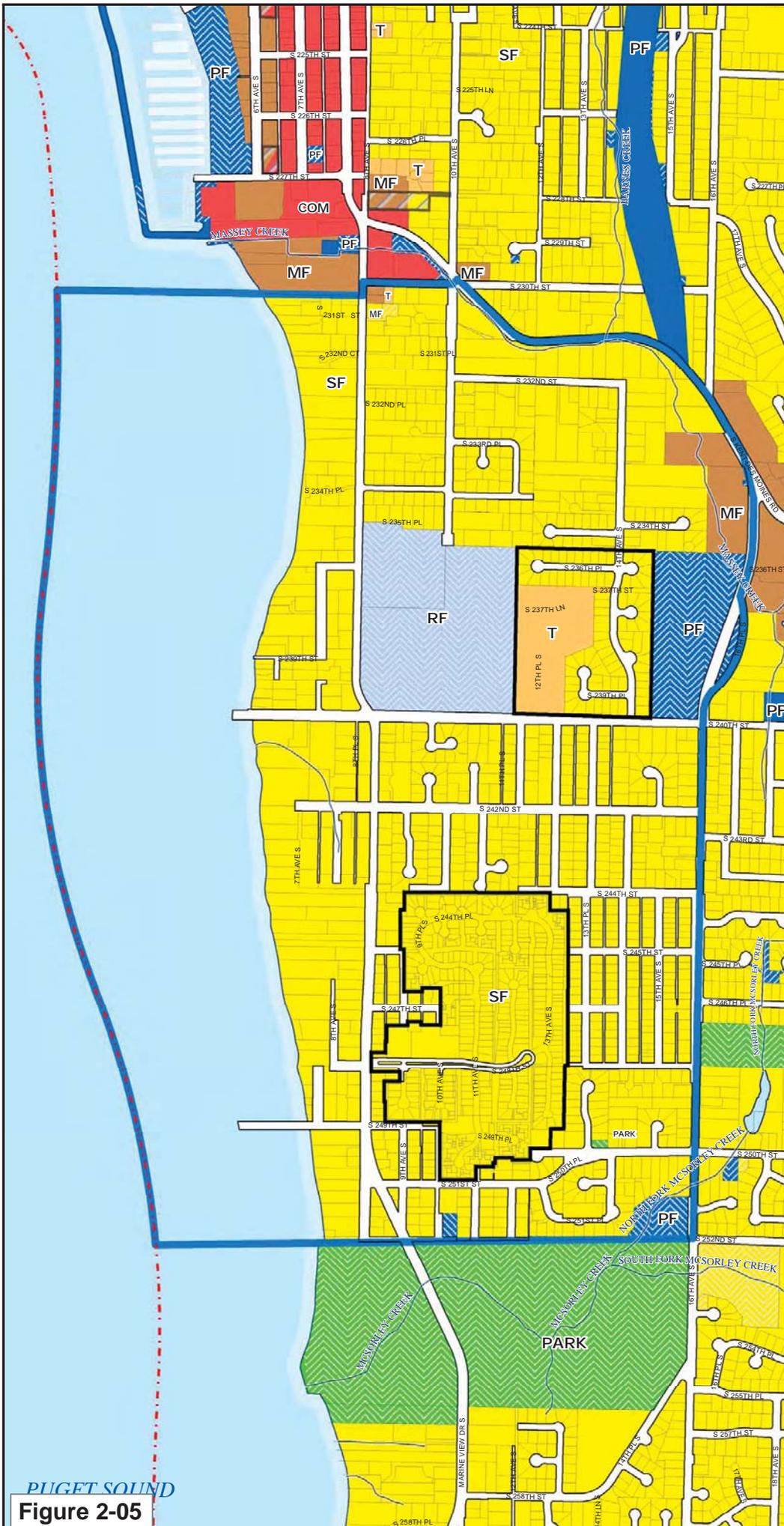
## Enacting Ordinances

- Ord. 1499, 2010
- Ord. 1469, 2009
- Ord. 1425, 2008
- Ord. 1376, 2006
- Ord. 1238, 1999
- Ord. 1176, 1996
- Ord. 1160, 1995

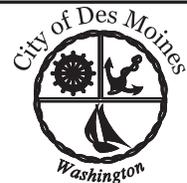


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**Figure 2-05**  
PUGET SOUND



# City of Des Moines

## Comprehensive Plan

### South Des Moines Planning Area

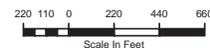
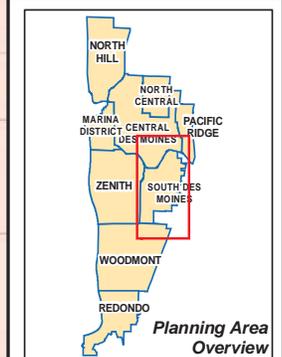
#### Comprehensive Plan Designations

- RESIDENTIAL**
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Streams  
Mixed Use Overlay  
Planning Area Boundary  
Public/Exempt Parcels (DM Only)  
PUD See Plan For Density

**CITY OF DES MOINES**  
**COMPREHENSIVE PLAN MAP SERIES**  
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#### Enacting Ordinances

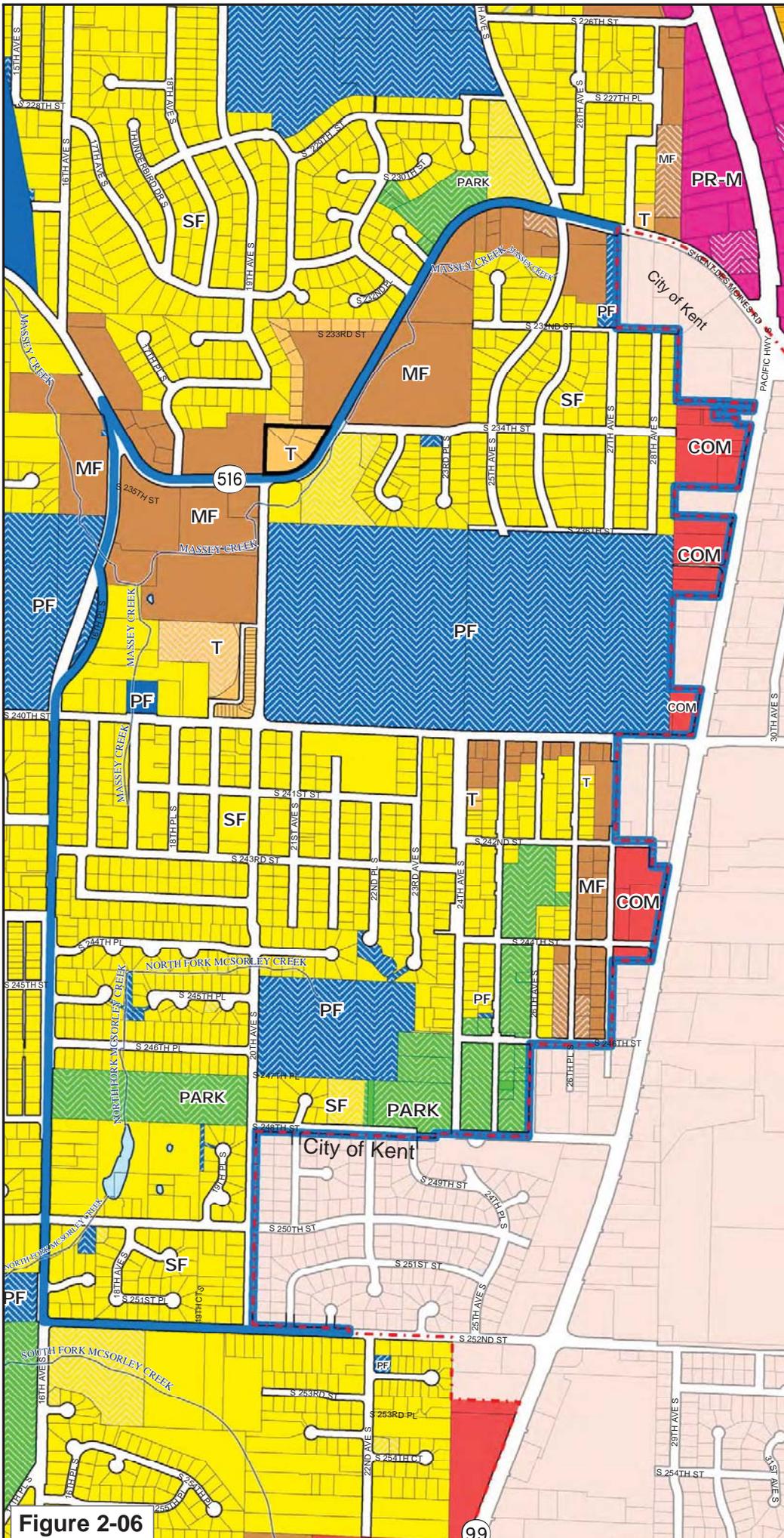
- Ord. 1499, 2010
- Ord. 1469, 2009
- Ord. 1425, 2008
- Ord. 1376, 2006
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File: Preferred Land Use Mapbook.mxd  
Dec 02, 2010  
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**Figure 2-06**



# City of Des Moines Comprehensive Plan North Hill Planning Area

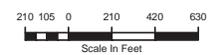
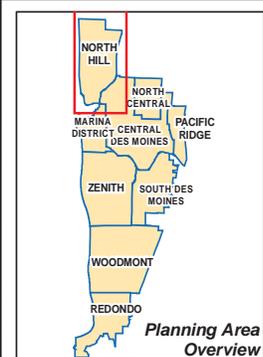
## Comprehensive Plan Designations

- RESIDENTIAL**
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  - T - Townhome
  - RF - Retirement Facility
  - PR-R - Pacific Ridge Residential
- COMMERCIAL**
- COM - Commercial
  - BP - Business Park
  - PF - Public Facility
  - PR-C - Pacific Ridge Commercial
  - PR-M - Pacific Ridge Mixed
  - PARK - Park
- Des Moines City Limits  
Streams  
Mixed Use Overlay  
Planning Area Boundary  
Public/Exempt Parcels (DM Only)  
PUD See Plan For Density

**CITY OF DES MOINES  
COMPREHENSIVE PLAN MAP SERIES**  
This map series is intended for general planning purposes related to the City of Des Moines Comprehensive Plan.

## Enacting Ordinances

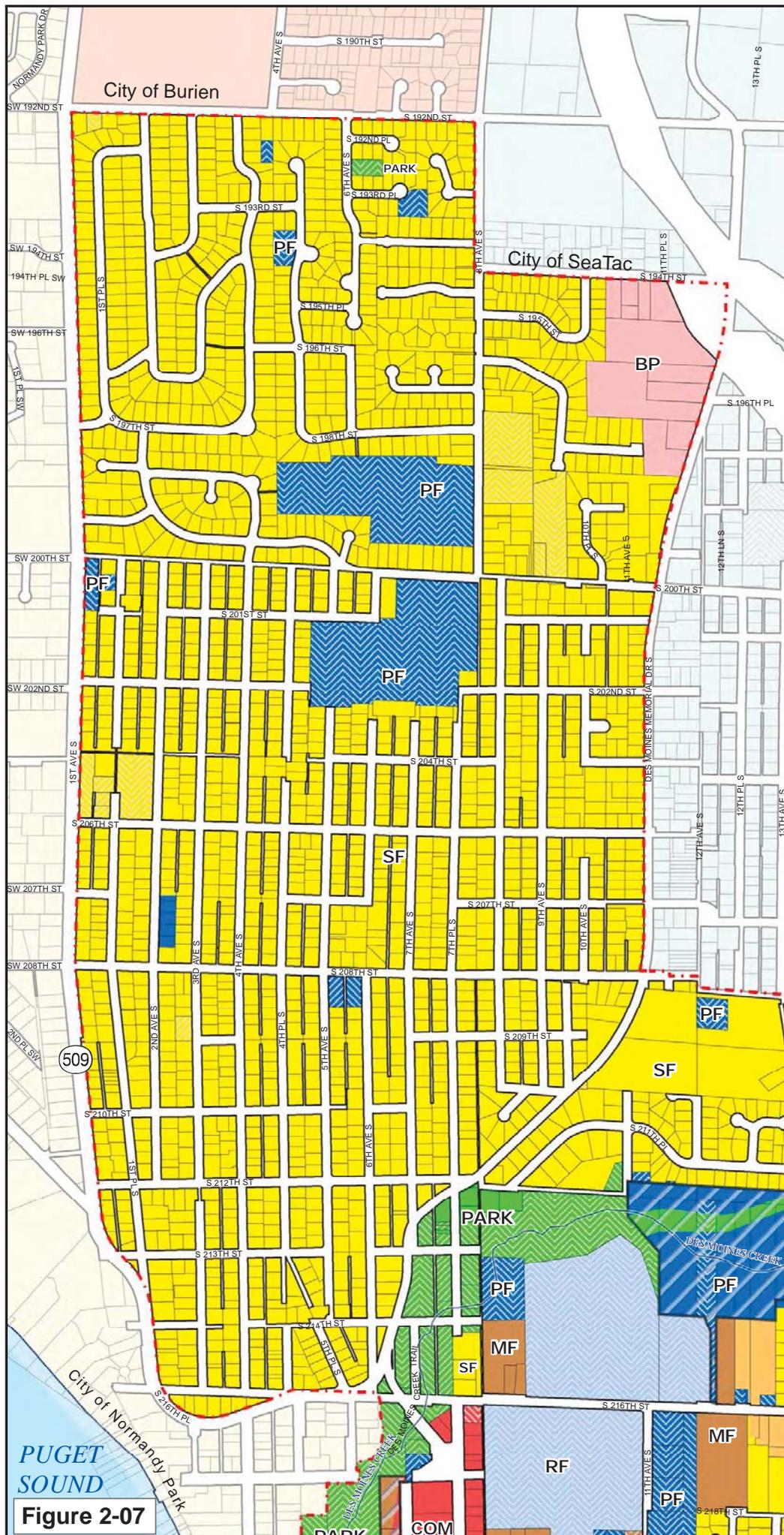
- Ord. 1528, 2011
- Ord. 1499, 2010
- Ord. 1469, 2009
- Ord. 1425, 2008
- Ord. 1376, 2006
- Ord. 1232, 2003
- Ord. 1265, 2000
- Ord. 1238, 1999
- Ord. 1176, 1996
- Ord. 1160, 1995



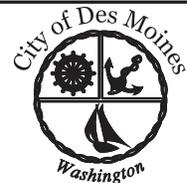
## Planning, Building & Public Works

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File: Preferred Land Use Mapbook.mxd  
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**Figure 2-07**



# City of Des Moines Comprehensive Plan Woodmont Planning Area

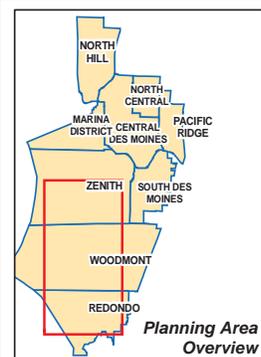
## Comprehensive Plan Designations

- RESIDENTIAL
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  - PR-R - Pacific Ridge Residential
  - SF - Single Family
  - T - Townhome
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  - BP - Business Park
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  - PARK - Park
  - PF - Public Facility
  - PR-C - Pacific Ridge Commercial
  - PR-M - Pacific Ridge Mixed
- Des Moines City Limits
- Streams
- Mixed Use Overlay
- North Central Subareas
- Planning Area Boundary
- Public/Exempt Parcels (DM Only)
- PUD See Plan For Density

**CITY OF DES MOINES  
COMPREHENSIVE PLAN MAP SERIES**  
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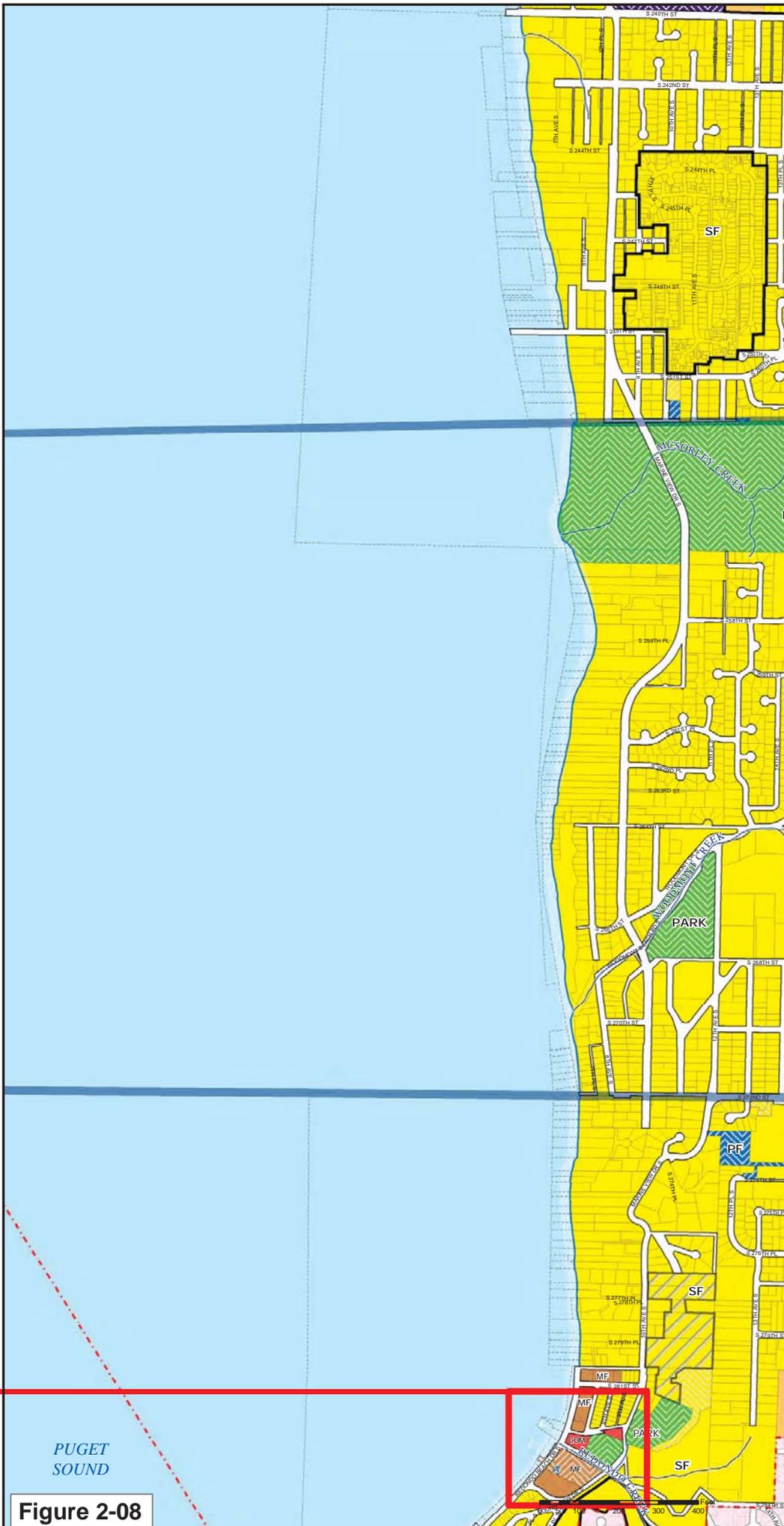
## Enacting Ordinances

- Ord. 1551, 2012
- Ord. 1528, 2011
- Ord. 1499, 2010
- Ord. 1469, 2009
- Ord. 1425, 2008
- Ord. 1376, 2006
- Ord. 1232, 2003
- Ord. 1265, 2000
- Ord. 1238, 1999
- Ord. 1176, 1996
- Ord. 1160, 1995



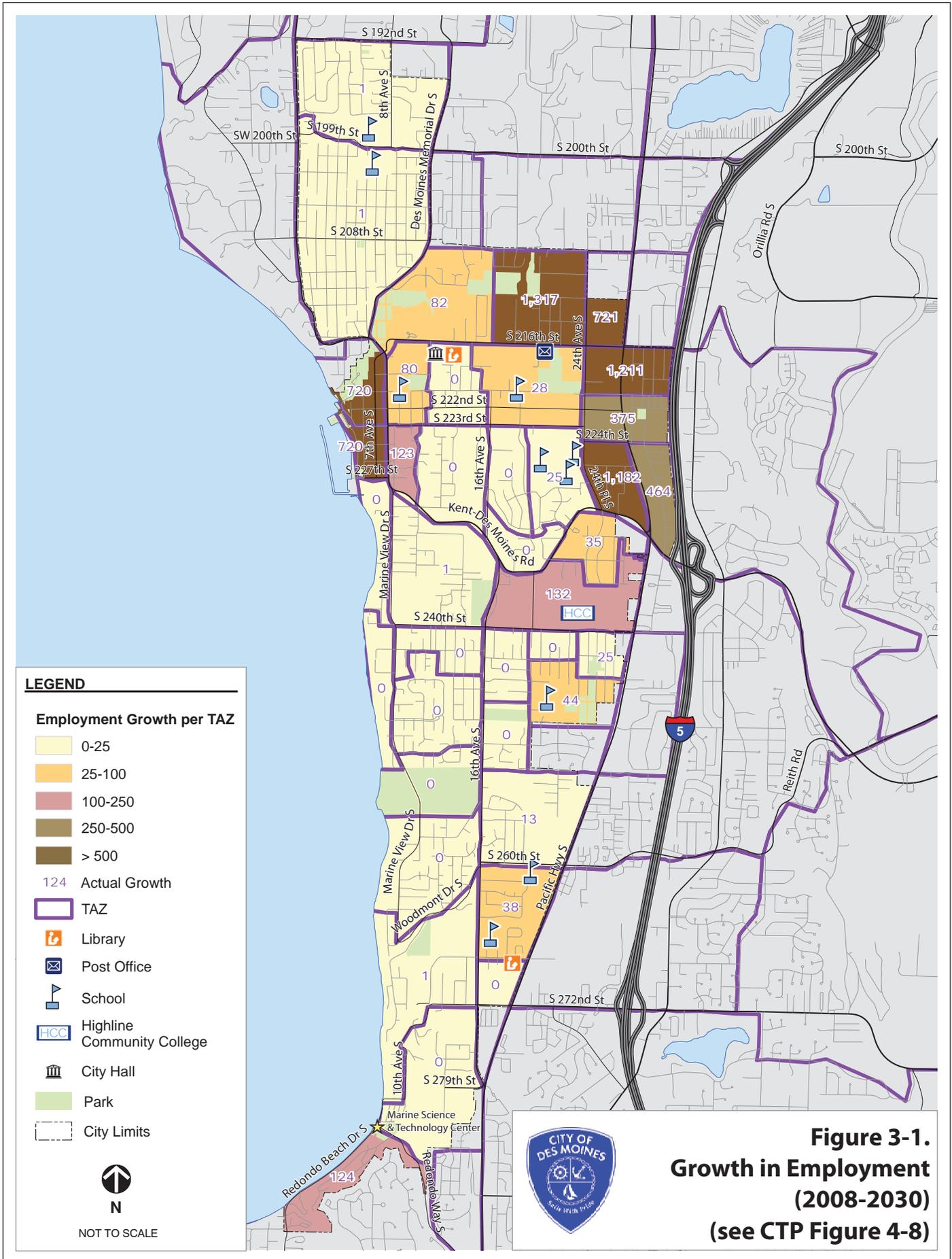
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PHONE: (206) 870-7576 \* FAX: (206) 870-6544  
WEB: <http://www.desmoineswa.gov>

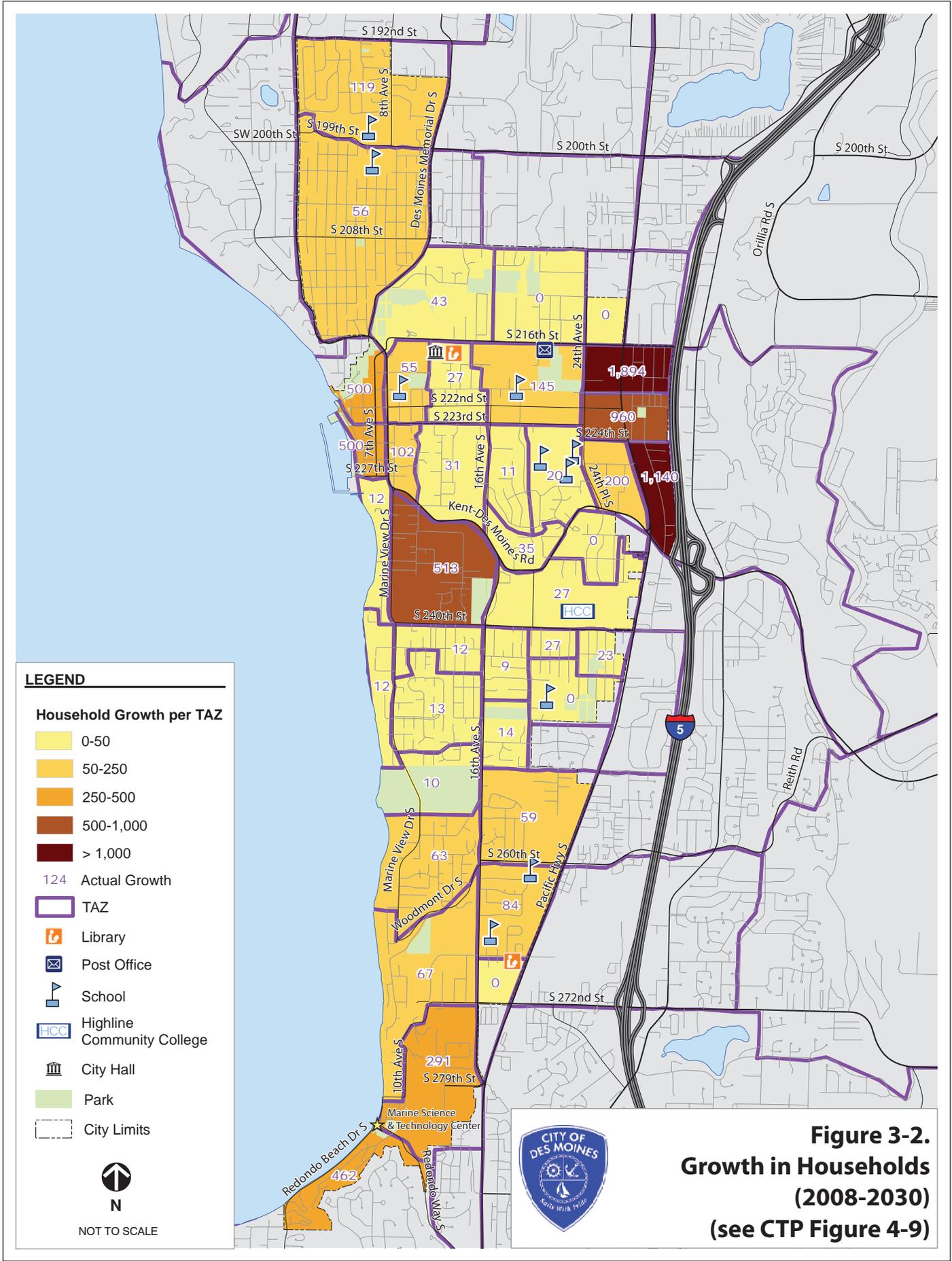
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Map Generated: May 07, 2015  
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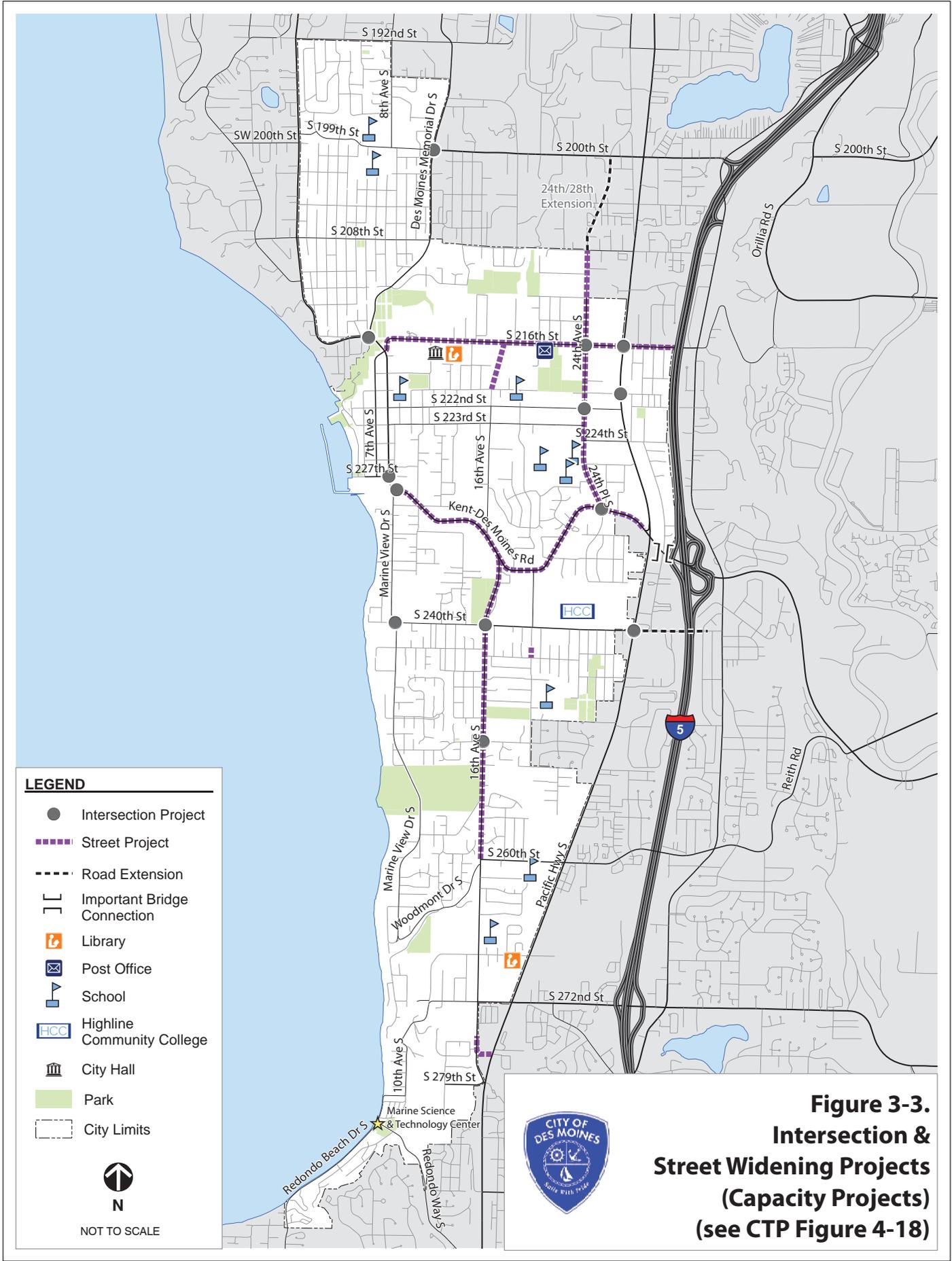


**Figure 2-08**









**LEGEND**

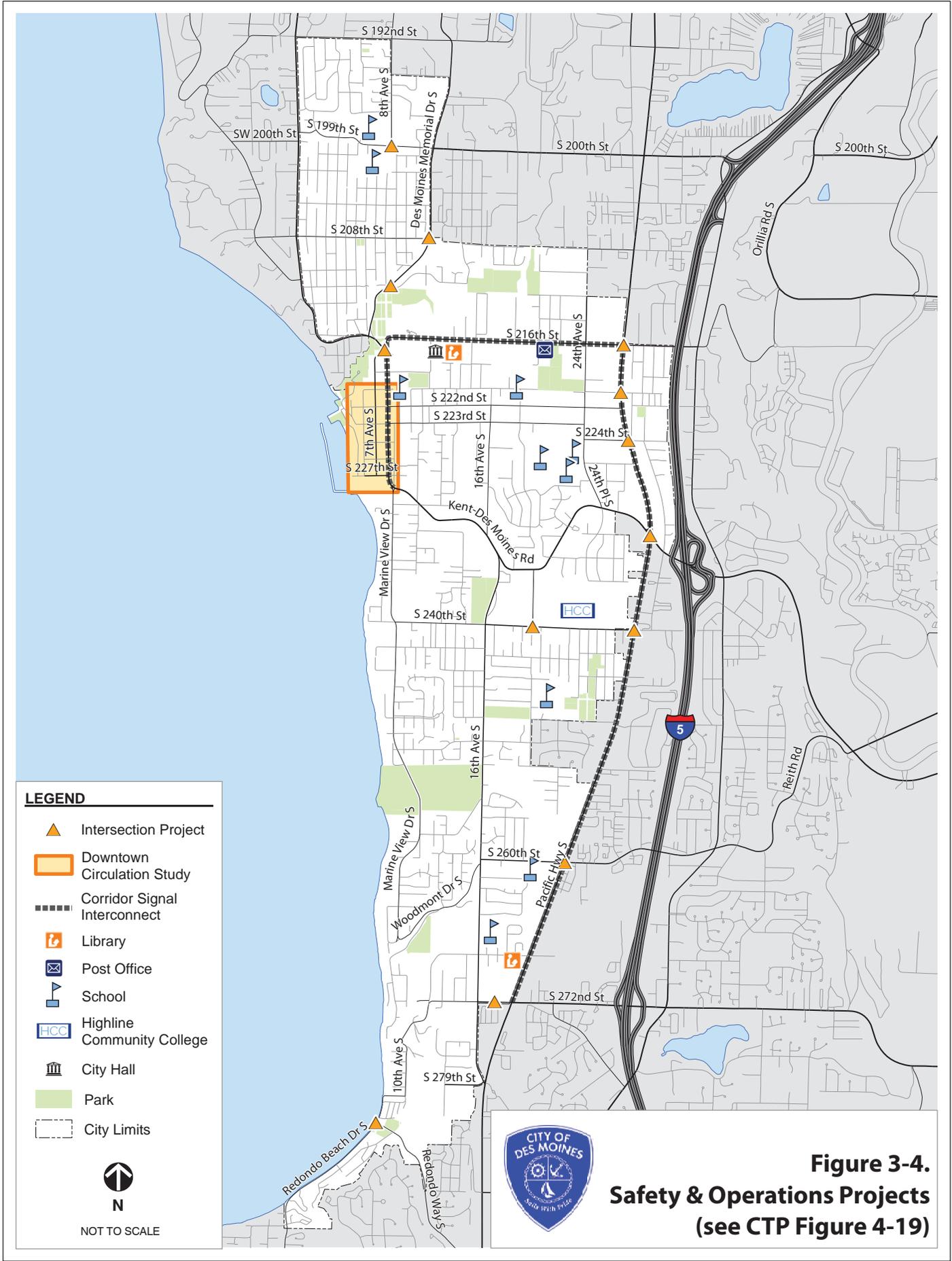
- Intersection Project
- ▬ Street Project
- - - Road Extension
- ] [ Important Bridge Connection
- 📖 Library
- ✉ Post Office
- 🎓 School
- HCC Highline Community College
- 🏛 City Hall
- 🌳 Park
- ▭ City Limits



NOT TO SCALE



**Figure 3-3.  
Intersection &  
Street Widening Projects  
(Capacity Projects)  
(see CTP Figure 4-18)**



**LEGEND**

- Intersection Project
- Downtown Circulation Study
- Corridor Signal Interconnect
- Library
- Post Office
- School
- Highline Community College
- City Hall
- Park
- City Limits

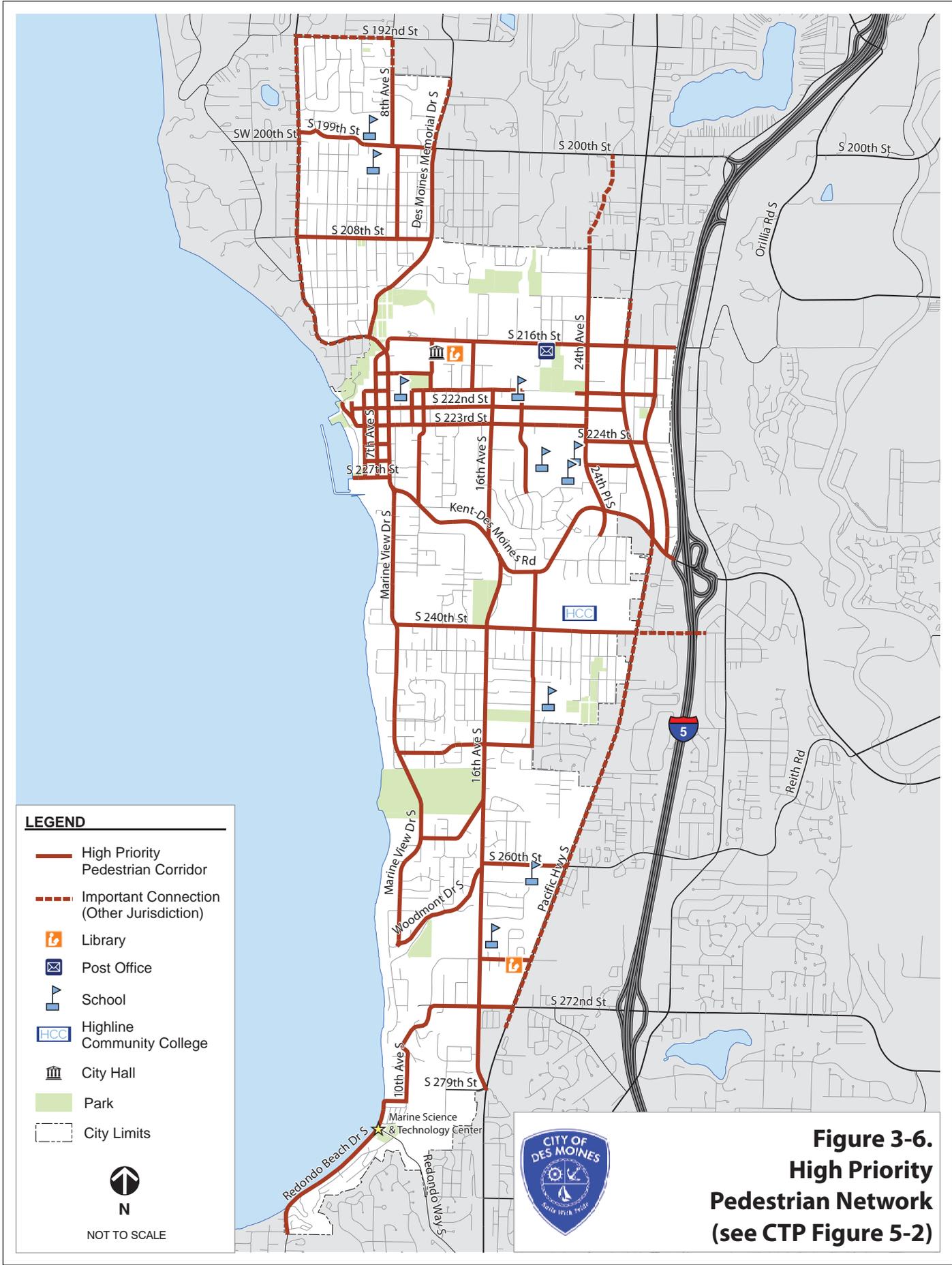


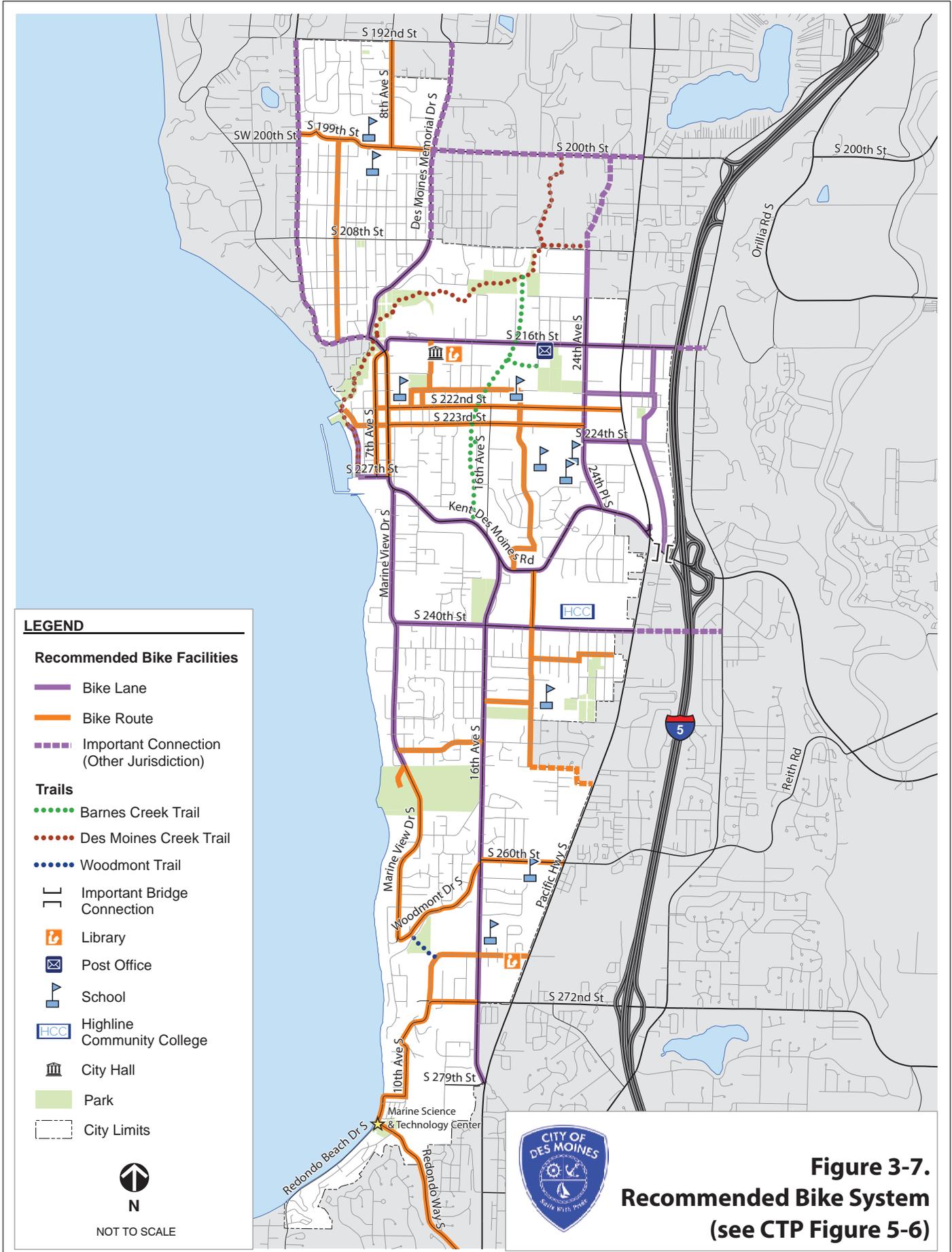
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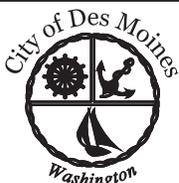
**Figure 3-4.**  
**Safety & Operations Projects**  
 (see CTP Figure 4-19)







**Figure 3-7.**  
**Recommended Bike System**  
 (see CTP Figure 5-6)



# City of Des Moines

## Critical Area Map Series

### Slope & Topography

- Hillsides / Slope**
- 0 - 15%
  - 15 - 25%
  - 25 - 45%
  - 45% or Greater
- Streams**
- Des Moines City Limits**
- Jurisdictions**
- Normandy Park
  - Burien
  - SeaTac
  - Kent
  - Federal Way
  - Unincorporated King County

**CITY OF DES MOINES CRITICAL AREAS MAP SERIES**

This map series is intended for general planning purposes related to the Greater Des Moines Comprehensive Plan. The Growth Management Act (GMA) requires that local jurisdictions designate and protect critical areas (as described in RCW 36.70A.505, 36.70A.172(1) and Chapter 365-190 and 365-195 WAC). GMA also requires jurisdictions to include the best available science when designating critical areas. These maps include the best available science to locate, illustrate and categorize critical areas. However due to scale, the maps are not precise delineations of every critical area and are not a substitute for site-specific analysis. These maps are a composition of various sources of information in both paper and electronic format. They were created from available public records and existing map sources. Where available, scientific delineations and field surveys were digitized at the original scale and merged into the GIS database.

**PRIMARY MAP SOURCES AND ORIGINAL SCALES:**

**PAPER MAP SOURCES**

NRCS (SCS) 1972 Soil Survey 1:24,000 (1"=2,000')

Digitized Assessor's tax maps 1:1200 (1"=100')

1987 & 1990 King County Sensitive Areas Map Folio 1:24,000 (1"=2,000')

**ELECTRONIC GIS LAYERS**

Slope derived from King Co 6 ft LIDAR Digital Ground Model (No Scale)

Triathlon, Inc. Orthophotography May 2002 6" resolution (1"=600')

Triathlon, Inc. Topography - 2 foot contour interval May 2002 (1"=600')

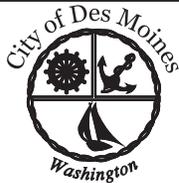
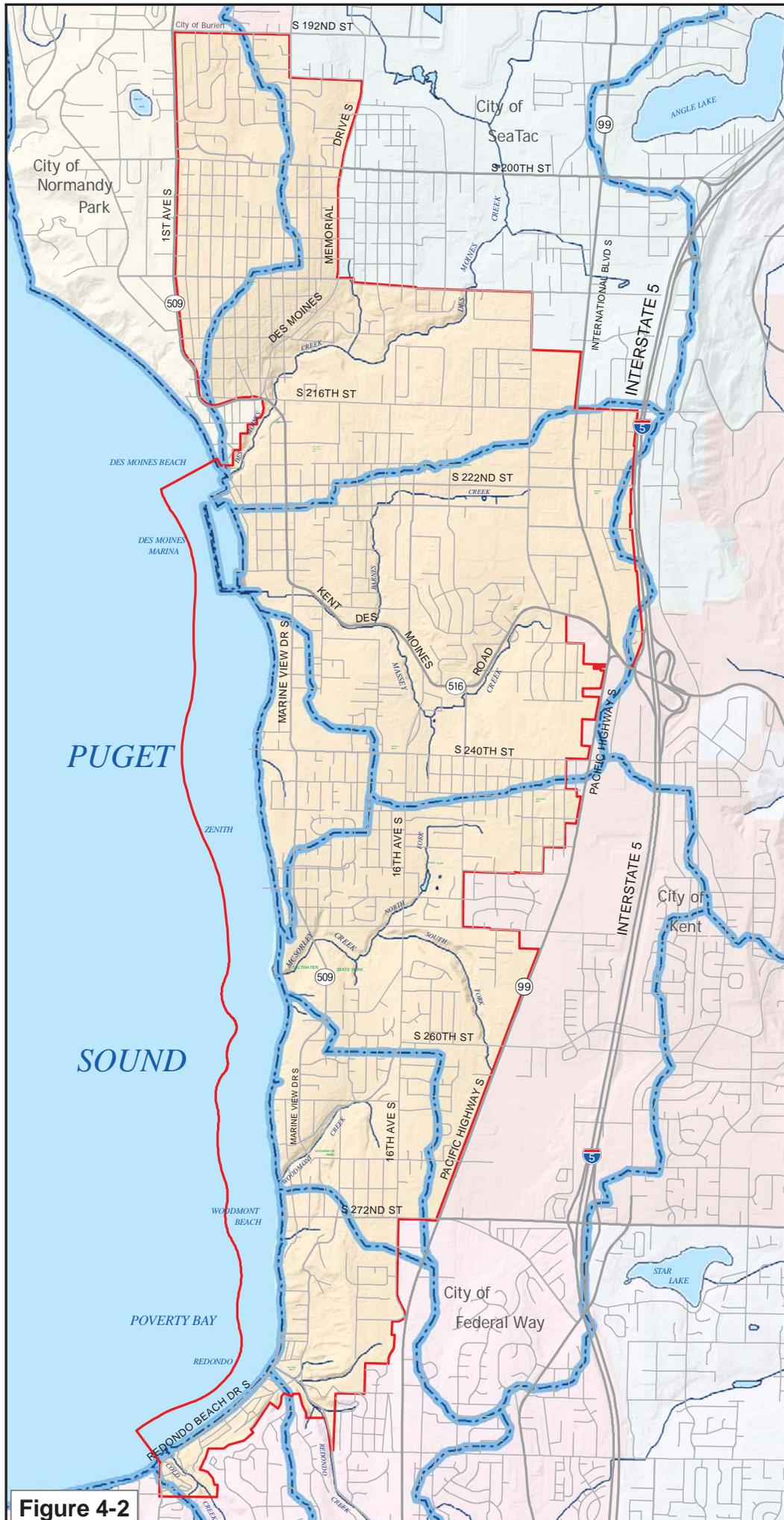
Des Moines Community Development Department December 2003



**Community Development**  
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 WEB: <http://www.desmoineswa.gov>

File: Slope Topography - June 2004  
 Product of City of Des Moines GIS

**Figure 4-1**



**City of Des Moines**  
Critical Area Map Series  
**Drainage Basins**

**Generalized Drainage Basins**

- Surface Water
- Streams

**Jurisdictions**

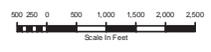
- Normandy Park
- Burien
- SeaTac
- Kent
- Federal Way
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**CITY OF DES MOINES CRITICAL AREAS MAP SERIES**  
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**PRIMARY MAP SOURCES AND ORIGINAL SCALES:**

**PAPER MAP SOURCES**  
WSDNR Hydrography 1:24,000 (1"=2,000')  
City of Des Moines Surface Water Management maps 1:1200

**ELECTRONIC GIS LAYERS**  
Slope derived from USGS 10m Digital Elevation Models (1:24,000)  
Triathlon, Inc. Topography - 2 foot contour interval May 2002 (1"=500')



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File: DrainageBasins.mxd - April 2007  
Product of City of Des Moines GIS

**Figure 4-2**



# City of Des Moines Critical Area Map Series

## Wetlands & Surface Water

10 ft Interval Contours

Des Moines City Limits

**Streams**

- F - Fish habitat
- N - Non-Fish habitat
- S - Shorelines
- U - Unknown
- X - Mapped feature - no water type

**Wetlands Status**

- Delineation
- Potential Wetland / Not Field Surveyed

**Jurisdictions**

- Normandy Park
- Burien
- SeaTac
- Kent
- Federal Way
- Unincorporated King County

**CITY OF DES MOINES  
CRITICAL AREAS MAP SERIES**

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Please see Wetland Update Log.xls for updates.

**PRIMARY MAP SOURCES AND ORIGINAL SCALES:**

**PAPER MAP SOURCES**

NRCS (SCS) 1973 Soil Survey 1:24,000 (1"=2,000')

National Wetland Inventory 1:24,000 (1"=2,000')

King County Area Hydric Soils List

WSDNR Hydrography 1:24,000 (1"=2,000')

Digitized Assessor's tax maps 1:1200 (1"=100')

1987 & 1990 King County Sensitive Areas Map Folio 1:24,000 (1"=2,000')

City of Des Moines Surface Water Management maps 1:1200

**ELECTRONIC GIS LAYERS**

King County GIS Data CD #3 September 2005 (No Scale)

City of Kent GIS Wetland Data January 2003 (No Scale)

Washington State DOT Des Moines Creek GIS Data June 2001 (No Scale)

Slope derived from USGS 10m Digital Elevation Models (No Scale)

Triathlon, Inc. Orthophotography May 2002 6" resolution (1"=600')

Triathlon, Inc. Topography - 2 foot contour interval May 2002 (1"=600')



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File: Wetlands.mxd  
Map Generated: Oct 12, 2010  
©2010 City of Des Moines GIS



**Figure 4-3**

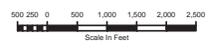


# City of Des Moines Critical Area Map Series Geologically Hazardous Areas

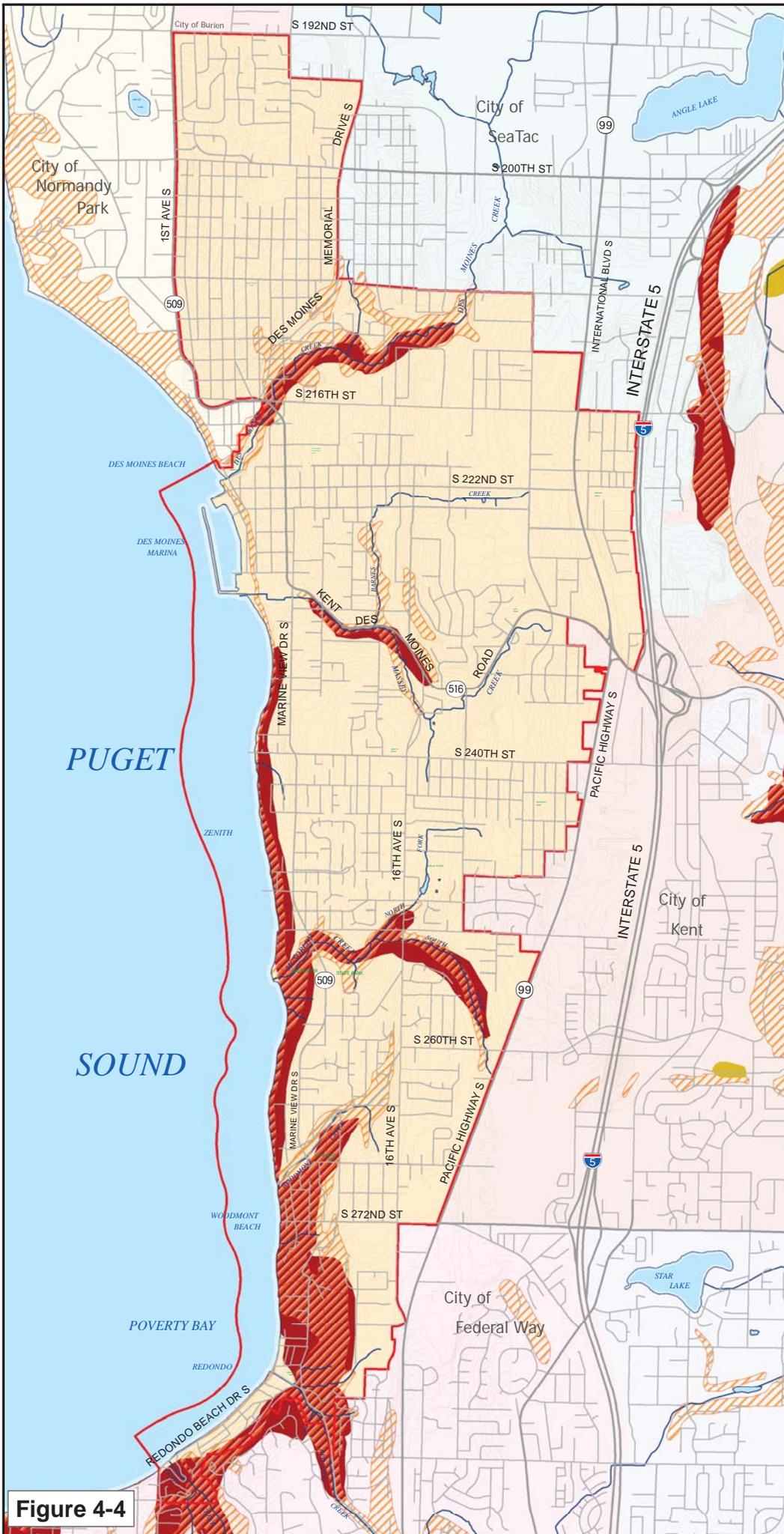
- Seismic Hazards
- Erosion Hazards
- Landslide Hazards
- Streams
- 10 ft Interval Contours

**CITY OF DES MOINES  
CRITICAL AREAS MAP SERIES**  
This map series is intended for general planning purposes related to the Greater Des Moines Comprehensive Plan. The Growth Management Act (GMA) requires that local jurisdictions designate and protect critical areas (as described in RCW 36.70A.505, 36.70A.172(1) and Chapter 365-190 and 365-195 WAC). GMA also requires jurisdictions to include the best available science when designating critical areas. These maps include the best available science to locate, illustrate and categorize critical areas. However due to scale, the maps are not precise delineations of every critical area and are not a substitute for site-specific analysis. These maps are a composition of various sources of information in both paper and electronic format. They were created from available public records and existing map sources. Where available, scientific delineations and field surveys were digitized at the original scale and merged into the GIS database.

**PRIMARY MAP SOURCES AND ORIGINAL SCALES:**  
**PAPER MAP SOURCES**  
USNRCS (SCS) 1973 Soil Survey 1:24,000 (1"=2,000')  
WSDNR Hydrography 1:24,000 (1"=2,000')  
1987 & 1990 King County Sensitive Areas Map Folio 1:24,000 (1"=2,000')  
City of Des Moines Surface Water Management Maps 1:1200 (1"=100')  
WSDOE Coastal Zone Atlas of Washington (1:24,000) (1"=2,000')  
WSDNR Liquefaction Susceptibility of the Des Moines & Poverty Bay Quads 1:24,000  
**ELECTRONIC GIS LAYERS**  
King County GIS Data CD #3 September 2002 (No Scale)  
Washington State DOT Des Moines Creek GIS Data June 2001 (No Scale)  
Slope derived from USGS 10m Digital Elevation Models (No Scale)  
Triathlon, Inc. Orthophotography May 2002 6" resolution (1"=600')  
Triathlon, Inc. Topography - 2 foot contour interval May 2002 (1"=600')

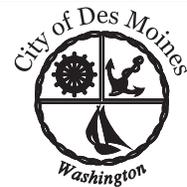


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**Figure 4-4**

File: GeoHazards - April 2007  
Product of City of Des Moines GIS



# City of Des Moines

Critical Area Map Series

## Fish & Wildlife Conservation Areas

### Wildlife Heritage Pts (WDFW)



### Seabird Colony (WDFW)



### Eelgrass (WDNR)

ABSENT

CONTINUOUS

PATCHY

### PHS Fish Presence

PHS Fish Presence

### Sand Lance (WDFW)

Sand Lance (WDFW)

### Surf Smelt (WDFW)

Surf Smelt (WDFW)

### Hard Shell Clam (WDFW)

Hard Shell Clam (WDFW)

### Geoduck (WDFW)

Geoduck (WDFW)

### PHS Polygons

PHS Polygons

### Des Moines City Limits

Des Moines City Limits

### Streams

Streams

### Jurisdictions

Normandy Park

Burien

SeaTac

Kent

Federal Way

Unincorporated King County

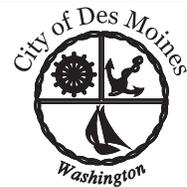


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File: FWHCA.mxd - April 2007  
Product of City of Des Moines GIS

**Figure 4-5**



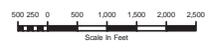
**City of Des Moines**  
 Critical Area Map Series  
**Critical Aquifer Recharge Areas**

- Streams
- Des Moines City Limits
- Water District Boundary
- Areas of High Susceptibility (King Co.)
- Wellhead Protection Zones
  - Class 1 - One Year
  - Class 1 - 5 Year
  - Class 2 - 10 Year
- Jurisdictions
  - Normandy Park
  - Burien
  - SeaTac
  - Kent
  - Federal Way
  - Unincorporated King County

**CITY OF DES MOINES**  
**CRITICAL AREAS MAP SERIES**  
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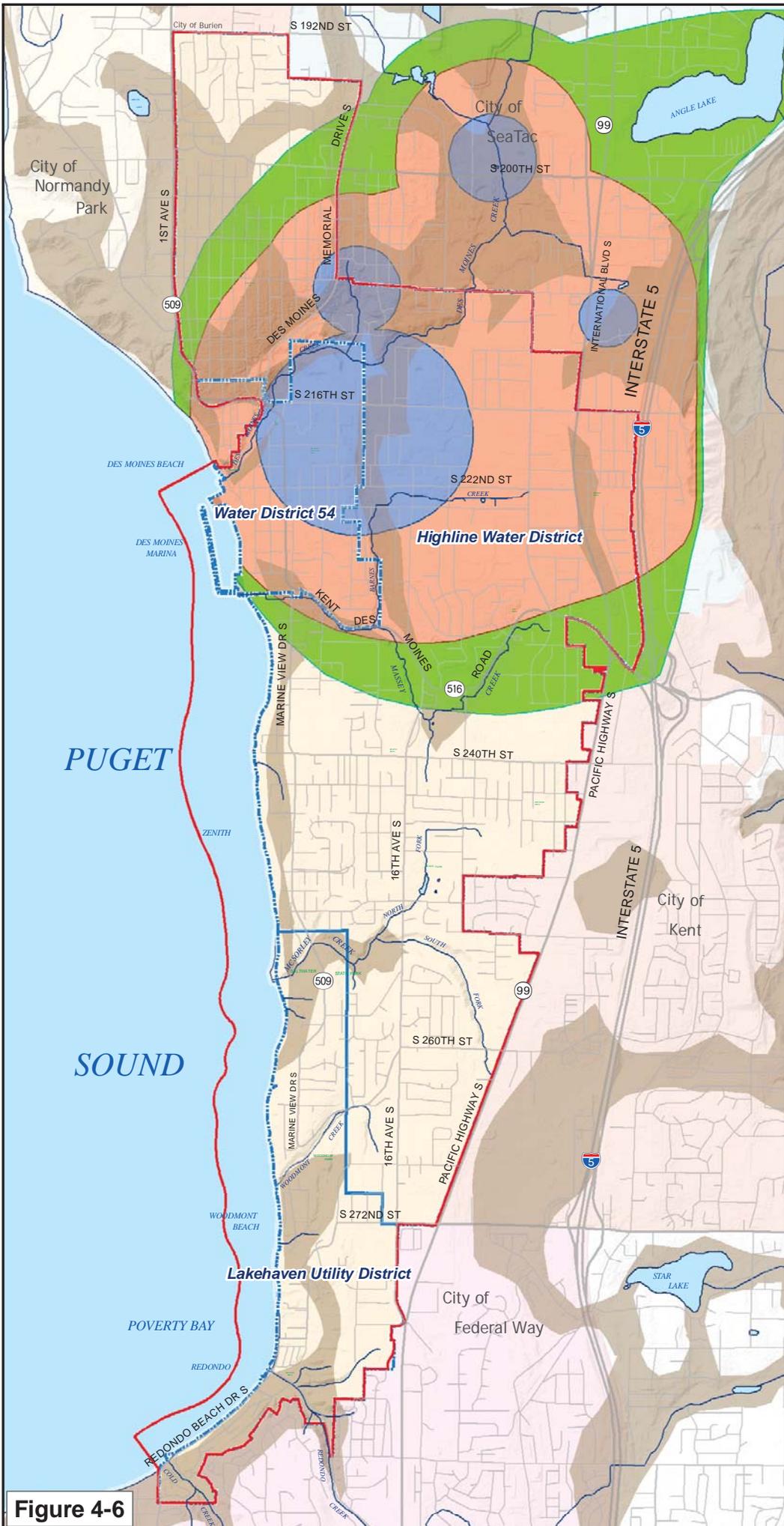
**PRIMARY MAP SOURCES AND ORIGINAL SCALES:**  
**PAPER MAP SOURCES**  
 King Co. Water District 54 Wellhead Protection Plan  
 Highline Water District Wellhead Protection Plan  
 Digitized Assessor's tax maps 1:1200 (1"=100')  
 1987 & 1990 King County Sensitive Areas Map Folio 124,000 (1"=2,000')

**ELECTRONIC GIS LAYERS**  
 King County GIS Data CD #3, September 2002  
 King County GIS LIDAR Data, September 2002

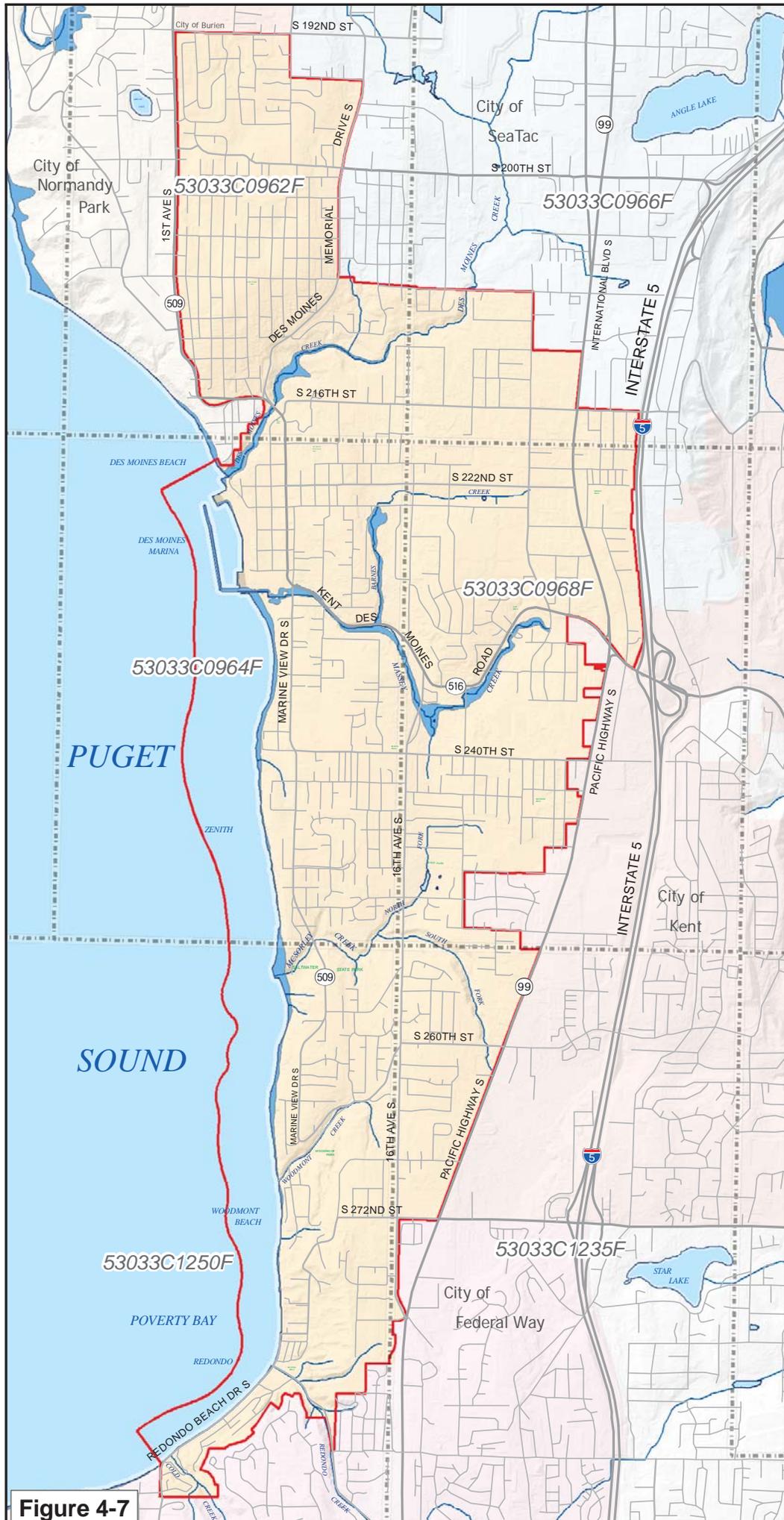


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File: CARA.mxd - April 2007  
 Product of City of Des Moines GIS



**Figure 4-6**



# City of Des Moines

## Critical Area Map Series

### Frequently Flooded Areas

- Frequently Flooded Areas**
- A
  - AE
  - VE
- FIRM Map Boundary**
- Streams**
- Des Moines City Limits**

**CITY OF DES MOINES CRITICAL AREAS MAP SERIES**

This map series is intended for general planning purposes related to the Greater Des Moines Comprehensive Plan. The Growth Management Act (GMA) requires that local jurisdictions designate and protect critical areas (as described in RCW 36.70A.505, 36.70A.172(1) and Chapter 365-190 and 365-195 WAC). GMA also requires jurisdictions to include the best available science when designating critical areas. These maps include the best available science to locate, illustrate and categorize critical areas. However due to scale, the maps are not precise delineations of every critical area and are not a substitute for site-specific analysis. These maps are a composition of various sources of information in both paper and electronic format. They were created from available public records and existing map sources. Where available, scientific delineations and field surveys were digitized at the original scale and merged into the GIS database.

**PRIMARY MAP SOURCES AND ORIGINAL SCALES:**

**PAPER MAP SOURCES**

WSDNR Hydrography 1:24,000 (1"=2,000')

FEMA Flood Insurance Rate Maps - Panels 962, 964 & 968 1:24,000 (1"=2,000')

Digitized Assessor's tax maps 1:1200 (1"=100')

1987 & 1990 King County Sensitive Areas Map Folio 1:24,000 (1"=2,000')

City of Des Moines Surface Water Management maps 1:1200

**ELECTRONIC GIS LAYERS**

FEMA National Flood Insurance Program Q3 Flood Data (1:24,000)

King County GIS Data CD #3 September 2002 (No Scale)

Washington State DOT Des Moines Creek GIS Data June 2001 (No Scale)

Slope derived from USGS 10m Digital Elevation Models (No Scale)

Triathlon, Inc. Orthophotography May 2002 6" resolution (1"=500')

Triathlon, Inc. Topography - 2 foot contour interval May 2002 (1"=500')



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File: FreqFloodedAreas.mxd - April 2007  
 Product of City of Des Moines GIS

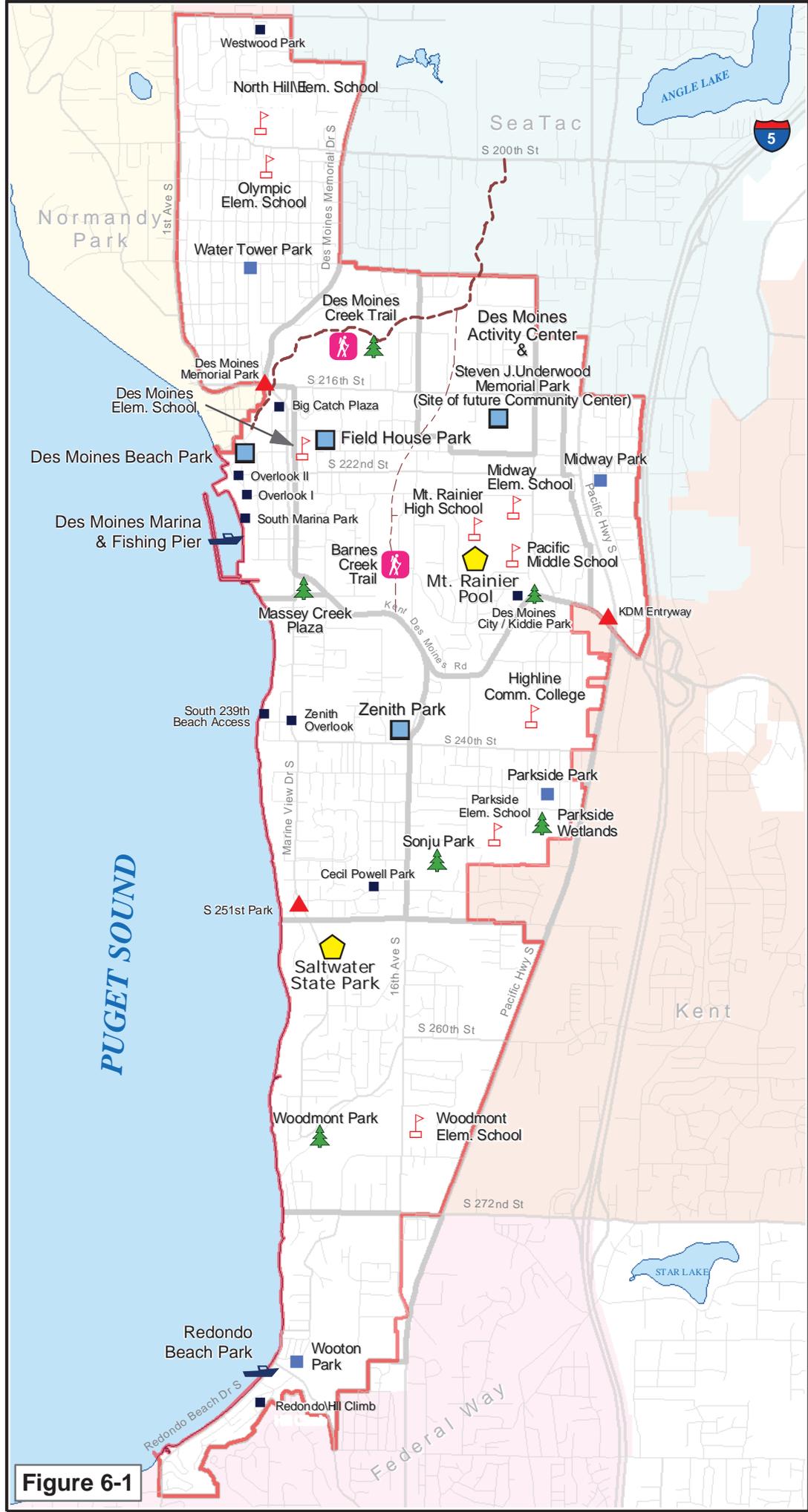
**Figure 4-7**



# City of Des Moines

2003 Parks, Recreation & Senior Services Master Plan

## Parks & Recreation Facilities

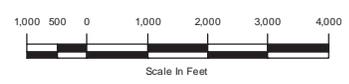


**Park Types**

- Mini
- Neighborhood
- Community
- Conservancy
- ▲ ROW
- Regional
- School
- Trail
- Waterfront

**Trails**

- Des Moines Creek Trail
- Barnes Creek Trail
- Des Moines City Limits
- Planning Area Boundary



File: MP\_Parks.mxd January 2003  
Product of City of Des Moines GIS

Figure 6-1

Trails & Bicycle Facilities



**Existing Pedestrian And Bicycle Facilities**

- Cement Concrete Sidewalk
- Marked Asphalt Path
- On Street Bicycle Lane
- Multi Purpose Trail
- Other Agency Trail
- Boardwalk

**Proposed Pedestrian And Bike Facilities**

- Multi Purpose Trail
- On Street Bike Lane
- Widened Shoulder
- Widened Shoulder One Dir

**Des Moines Parks By Class**

- Mini
- Neighborhood
- Community
- Conservancy
- ROW
- Regional
- School
- Trail
- Waterfront
- Des Moines City Limits
- Planning Area Boundary

1,000 500 0 1,000 2,000 3,000 4,000  
Scale In Feet

File: MP\_Trails.mxd February 2003  
Product of City of Des Moines GIS

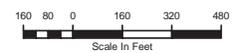
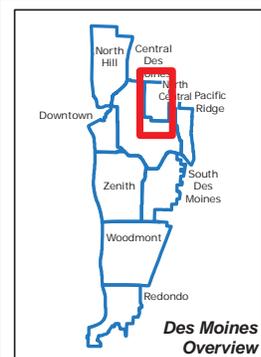
Figure 6-2



# City of Des Moines Comprehensive Plan North Central Planning Area

- Des Moines City Limits
- Streams
- Planning Area Boundary
- North Central Subareas

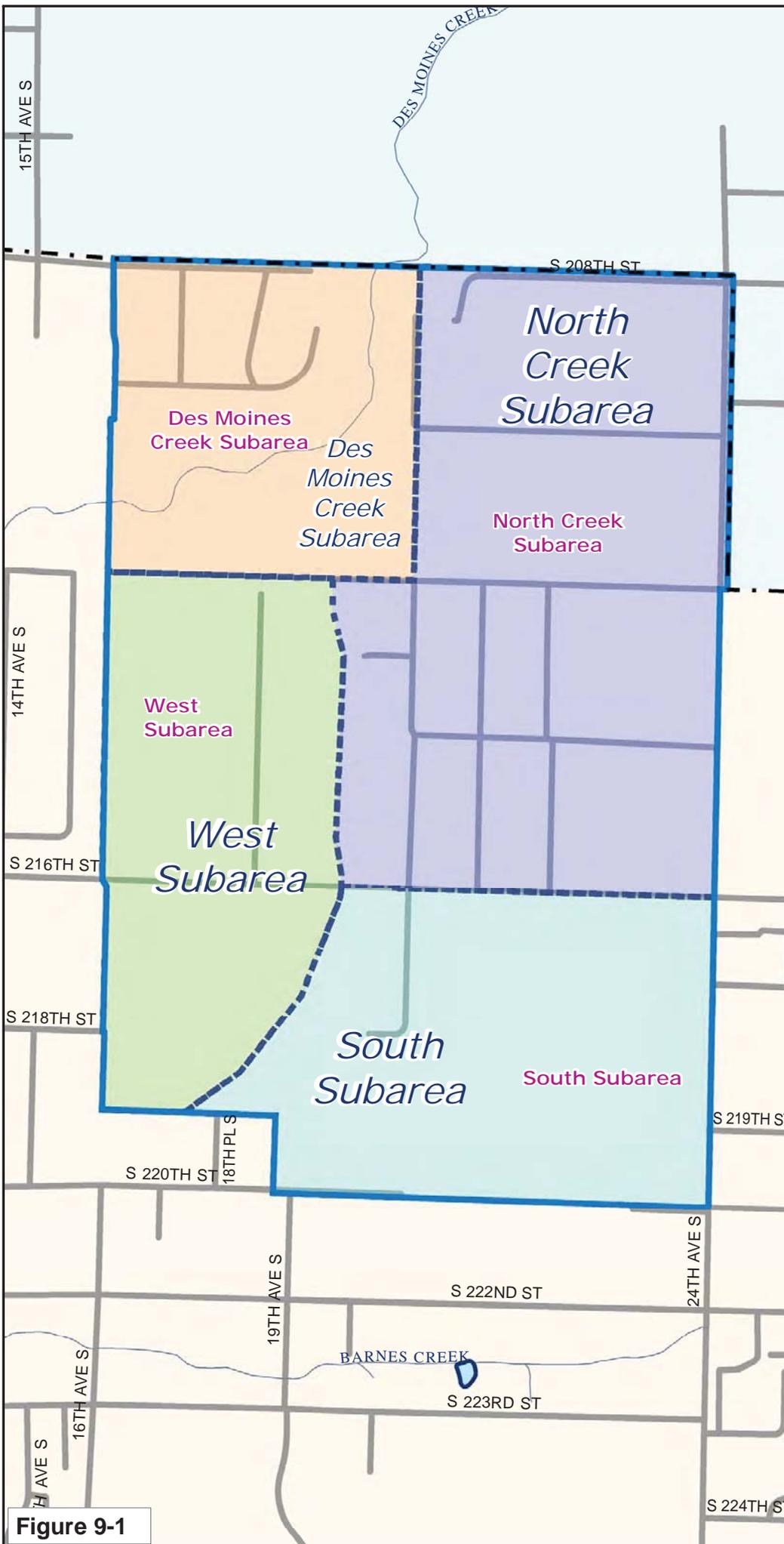
**CITY OF DES MOINES  
COMPREHENSIVE PLAN MAP SERIES**  
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File: 9-1 North Central.mxd  
Map Generated: Nov 20, 2009  
©2009 City of Des Moines GIS



**Figure 9-1**

**CITY OF DES MOINES**

**1. RESIDENTIAL DEVELOPMENT**

Between 2006 and 2012 the City of Des Moines issued 80 permits for single family houses, and no multifamily permits.

- The 2010 Census counted about 500 more housing units than had been estimated previously, so that adjustment was made. The City now has about 12,600 housing units, about 60% single family (including mobile homes).
- The updated residential growth target for Des Moines is for the City to plan for about 2,900 additional housing units by 2031.

**Residential Development Activity: 2001-2005**

Zoned Density (max. du/acre)	Gross Area (acres)	Critical Areas (acres)	ROWs (acres)	Public Purpose (acres)	Net Area (acres)	# Lots or Units	Net Density (units/acre)
0 - 3 du/acre	38.9	15.1	4.4	2.9	16.5	51	3.1
3 - 5 du/acre	10.1		1.3	0.2	8.6	39	4.5
5 - 7 du/acre	243.0	41.1	42.4	17.5	142.1	959	6.7
7 - 9 du/acre	14.2	6.3	1.4	1.7	4.7	48	10.2
> 9 du/acre	4.8	0.8	0.9	0.2	3.0	20	6.7
<b>Plats Total</b>	<b>311.0</b>	<b>63.3</b>	<b>50.4</b>	<b>22.5</b>	<b>174.9</b>	<b>1,117</b>	<b>6.4</b>

**Single-Family Permits Issued**

0 - 3 du/acre		31.8	67	2.1
3 - 5 du/acre		14.4	59	4.1
5 - 7 du/acre	Not Applicable	154.5	933	6.0
7 - 9 du/acre		5.7	57	9.9
> 9 du/acre		5.1	37	7.2
<b>SF Pmts Total</b>	<b>n/a</b>	<b>n/a</b>	<b>1,153</b>	<b>5.5</b>

**Multifamily Permits Issued**

< 9 du/acre	97.4	45.6	4.3	3.0	44.5	477	10.7
9 - 13 du/acre	10.7	7.0	0.5	0.0	3.2	36	11.2
13 - 19 du/acre	9.6	0.2	0.4	0.3	8.8	101	11.5
19 - 31 du/acre	4.3	0.0	0.0	0.0	4.3	92	21.6
31 - 48 du/acre							
48 + du/acre							
Other zones							
<b>MF Pmts Total</b>	<b>122.0</b>	<b>52.8</b>	<b>5.2</b>	<b>3.2</b>	<b>60.7</b>	<b>706</b>	<b>11.6</b>

**Housing Unit Update, 2006 to 2012**

	Single Family*	Multi-family	Total Hous'g Units
2006 Base Year	7,563	4,396	11,959
+ 2006-12 Permits	80	0	80
= 2012 HU (unadjusted)	7,643	4,396	12,039
Plus adjustmt (Census)	230	320	550
<b>= 2012 Adj. H. Units</b>	<b>7,873</b>	<b>4,716</b>	<b>12,589</b>

\* single family includes mobile homes

**Growth Target Update, 2006 to 2012**

Housing Growth Target (2006-2031)	3,000
<b>Housing Unit Change: 2006-2012</b>	
Net New SF Units Permitted	-80
Net New MF Units Permitted	0
Net New Units, Annex Area	0
Net New Units (2006-2012)	<b>-80</b>
Plus Annexat'n Area Target	
<b>Net Adjustment to Target</b>	<b>-80</b>
<b>Net Adjustment to Target</b>	<b>(80)</b>
<b>Remaining Target (2012-2031)</b>	<b>2,920</b>

## 2. RESIDENTIAL LAND SUPPLY AND CAPACITY

### Residential Land Supply and Dwelling Unit Capacity (2012)

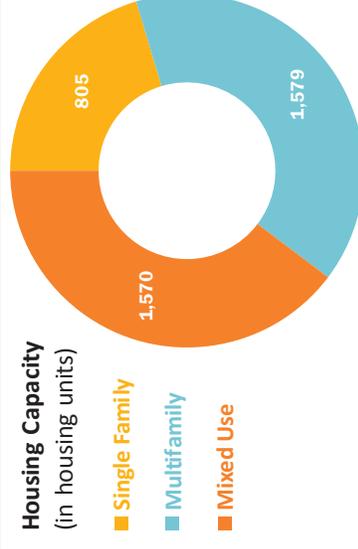
Residential Capacity	Gross acres	Critical Areas	ROW & Public Purpose Discount	Market Factor	Net Available Acres	Assumed Density	Net Capacity
<b>Single Family</b>							
Vacant Subtotal	209.2	87.1	36.6	10%	76.9	2.50 / 6.50	368
Redev Subtotal	381.0	161.8	65.8	15%	130.4	2.50 / 6.50	437
<b>Total</b>	<b>590.1</b>	<b>248.8</b>	<b>24%</b>		<b>207.3</b>		<b>805</b>
<b>Multifamily</b>							
Vacant Subtotal	15.8	1.3	1.5	10%	11.80	12.7 / 50.0	169
Redev Subtotal	52.5	5.9	4.7	15%	35.67	12.7 / 50.0	1,410
<b>Total</b>	<b>68.3</b>	<b>7.1</b>	<b>5%</b>		<b>47.47</b>		<b>1,579</b>
<b>Neighborhood Total</b>	<b>658.4</b>	<b>256.0</b>			<b>254.8</b>		<b>2,876</b>
<b>Mixed Use</b>							
Vacant Subtotal	14.9	1.2	1.4	10%	11.1	30.0 / 34.0	255
Redev Subtotal	65.8	3.2	6.3	15%	47.8	30.0 / 34.0	979
<b>Mixed Use Total</b>	<b>80.7</b>	<b>4.4</b>	<b>3%</b>		<b>58.9</b>		<b>1,570</b>
<b>All Housing</b>							
Vacant Total	239.9	89.5	39.5	10%	99.8		792
Redev Total	499.2	170.9	76.7	25%	213.9		2,826
<b>Total</b>	<b>739.1</b>	<b>260.4</b>	<b>116.1</b>		<b>313.7</b>		<b>4,446</b>

Note: data above include housing units in the pipeline.

### Capacity (2012) vs Housing Growth Target (2012 - 2031)

Single-Family Zones	805
Single-Family Capacity in Pipeline	424
Multifamily Zones	1,579
Multifamily Capacity in Pipeline	68
Mixed-Use Zones - CBD + Pac. Ridge	1,234
Mixed-Use Capacity in Pipeline	336
Other Adjustments	0
<b>Total Capacity (units)</b>	<b>4,446</b>
<b>Remaining Housing Target (2012-2031)</b>	<b>2,920</b>
<b>Surplus/Deficit Capacity</b>	<b>1,526</b>

Des Moines's residential capacity exceeds its remaining target by 1,500 units. The City's capacity is evenly split among neighborhood single family / multifamily and mixed-use areas.



### 3. COMMERCIAL-INDUSTRIAL DEVELOPMENT AND EMPLOYMENT

There have been changes since the 2007 Buildable Lands Report. Points include:

- Des Moines had a small loss of jobs between 2006 and 2012, but the City's job base is fundamentally sound.
- The City's job growth target is to plan for 5,000 additional jobs by 2031, almost doubling the number of jobs in the city.
- Des Moines has capacity to accommodate 15,000 jobs, almost triple the target.
- Des Moines has job capacity in commercial, industrial and mixed-use zones. The City's strongest potential for job growth is in the Pacific Ridge development near Pacific Highway South, with growth planned in both commercial and mixed-use zones.

#### Non-Residential Land Supply (Acres)

Zoned Density (max. du/acre)	Gross Area (acres)	Critical Areas (acres)	ROWS (acres)	Public Purpose (acres)	Net Area (acres)	Market Factor	Net-net Area (acres)
<b>Vacant / Redev.</b>							
Commercial	61.2	0.7	3	3.0	54.4	10%/15%	47.5
Mixed-Use	80.7	4.4	4	3.8	68.6	10%/15%	58.9
Industrial	169.1	13.4	8	7.8	140.1	10%/15%	122.7
<b>Non-Res Land Total</b>	<b>310.9</b>	<b>18.5</b>	<b>15</b>	<b>14.6</b>	<b>263.2</b>		<b>229.1</b>

#### Employment Capacity (2012)

	Net Land (mil.sq.ft.)	Assumed FAR	Existing Floor (s.f.)	Floor Area Capac (million sq.ft.)	Sq. ft. per Employee	Job Capacity
<b>Neighborhoods</b>						
Commercial	2.07	0.15 / 4.0	0.13	3.17	350 / 450	7,148
Industrial	5.34	0.27	0.00	1.44	450	3,208
<b>Neighborhood Total</b>						<b>10,356</b>

#### Mixed-Use / Urban Center

Mixed Use Vacant	0.21	3.0 / 4.0		0.81	450	1,797
Mixed Use Redevable	0.46	3.0 / 4.0	0.31	1.43	450	3,175
<b>Mixed-Use Total</b>	<b>0.67</b>	<b>3.0 / 4.0</b>	<b>0.31</b>	<b>2.24</b>	<b>450</b>	<b>4,972</b>

#### City Total

Commercial	2.07	3.0 / 4.0	0.13	3.17	350 / 450	7,148
Mixed-Use	0.67	3.0 / 4.0	0.31	2.24	450	4,972
Industrial	5.34	3.0 / 4.0	0.00	1.44	450	3,208
<b>Jobs in Pipeline</b>						<b>0</b>
<b>City Total</b>	<b>8.09</b>		<b>0.44</b>	<b>6.85</b>		<b>15,328</b>

#### Employment Update, 2006 to 2012

	Comm'l Jobs	Indust. Jobs*	Total Employment
<b>2006 Base Year</b>	5,120	597	5,717
<b>2006-12 Change</b>	-101	-58	-159
<b>= 2012 Jobs</b>	5,019	539	5,558

#### Adjustments

<b>= 2012 Job Total</b>	<b>5,019</b>	<b>539</b>	<b>5,558</b>
-------------------------	--------------	------------	--------------

\* industrial = manufacturing, construction, wholesale, transp.

#### Growth Target Update, 2006 to 2012

<b>Jobs Growth Target (2006-2031)</b>	<b>5,000</b>
---------------------------------------	--------------

#### Jobs Changes, 2006-2012:

Plus Annexat'n Area Target	0
Plus Job Loss, 2006-2012	159
<b>Net Adjustment to Target</b>	<b>159</b>

Net Adjustment to Target 159

#### Remaining Target (2012-2031)

<b>Remaining Target (2012-2031)</b>	<b>5,159</b>
-------------------------------------	--------------

#### 2012 Job Capacity [from table to left]

<b>2012 Job Capacity</b>	<b>15,328</b>
--------------------------	---------------

Adjustment to capacity\*\* 159

#### Final 2012 Job Capacity

<b>Final 2012 Job Capacity</b>	<b>15,487</b>
--------------------------------	---------------

#### Surplus/Deficit Capacity

<b>Surplus/Deficit Capacity</b>	<b>10,328</b>
---------------------------------	---------------

\*\*capacity created by job loss: empty cubicles can be refilled.