DES MOINES 2035

Charting Our Course for a Sustainable Future

Adopted June 25, 2015 by Ordinance No. 1623
Amended October 27, 2016 by Ordinance No. 1664
Amended November 15, 2018 by Ordinance No. 1712
Amended November 14, 2019 by Ordinance No. 1731

DES MOINES 2035

CHARTING OUR COURSE FOR A SUSTAINABLE FUTURE

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Chapter No 1: Introduction

The City of Des Moines (City) 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.

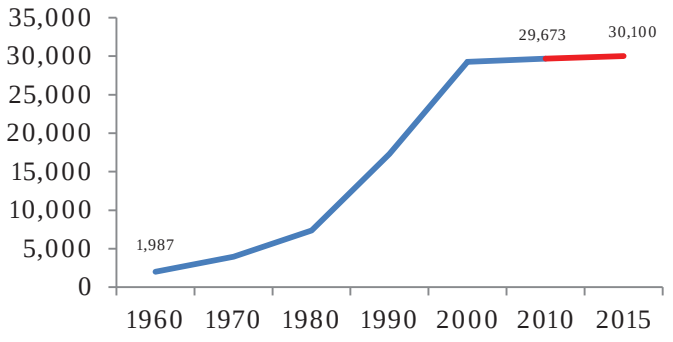
This Introduction section provides information about our community, our Vision for 2035, and a description of the comprehensive planning process.

OUR COMMUNITY

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. The City is divided into nine neighborhoods, each providing a mix of population, housing, commercial opportunities, and amenities (Figure 1-1).

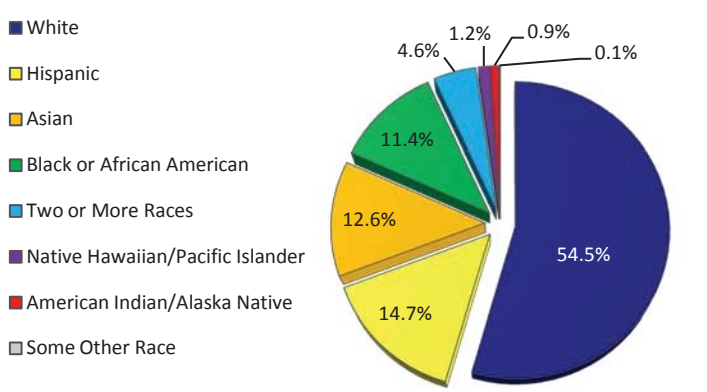
The City was incorporated on June 17, 1959 and is currently developed as a suburban residential community. Between the time of incorporation and year 2000, the City experienced significant growth which was primarily the result of annexations from King County. In more recent years, the City has experienced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

Exhibit 1-1: Population 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, 2015, the Washington State Office of Financial Management estimated the City's current population at 30,100. Exhibit 1-1 shows the growth trend over the past 53 years.

Exhibit 1-2: Race and Ethnicity



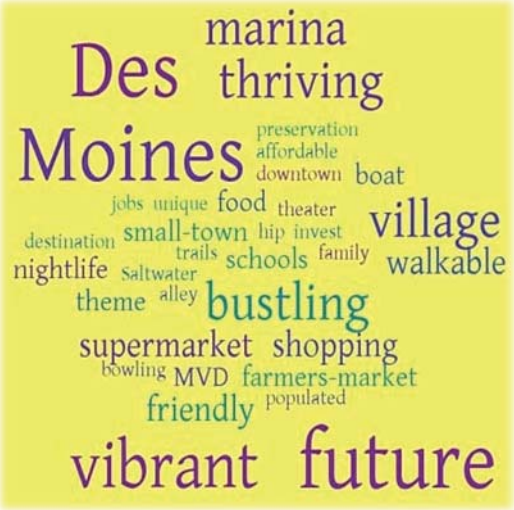
With each passing year, Des Moines is becoming more diverse both in age and ethnicity. Per the U.S. Census Bureau's 2009-2013 American Community Survey (ACS), the median age in Des Moines was 38 years old and 18 percent of the population was age 62 or older. Exhibit 1-2 shows the racial makeup of our community, which is roughly 55% white, with the Hispanic population at 15%, followed by Asian at 13% and Black or African American at 11%.

The 2009-2013 ACS data also show 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 Seattle-Tacoma International Airport (Sea-Tac Airport) and Highline College.

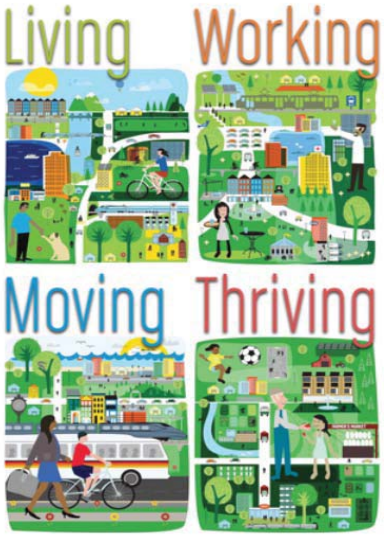
By year 2040, the Puget Sound Region is expected to add 5 million people and 3 million new jobs. This growth is being allocated by the Puget Sound Regional Council (PSRC) to the four-county region – King, Pierce, Snohomish and Kitsap Counties. King County will need to accommodate 233,077 new housing units and 428,068 new jobs.

The Growth Management Planning Council (GMPC) sets household and employment growth targets for cities in King County in the Countywide Planning Policies (CPPs). These targets have been distributed in accordance with the PSRC's regional geographies of Metropolitan Cities, Core Cities, Larger Cities, Small Cities, and Urban Unincorporated areas. Des Moines falls within the "Larger Cities" regional geography. The current targets established by the GMPC are for the period 2006-2031. For purposes of the 2015 Comprehensive Plan update, these targets have been extended to the 2035 planning horizon.

Des Moines needs to plan for an additional 3,480 Housing Units and 5,800 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 champion healthy neighborhoods that provide families with a clean environment.

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 public taxes and revenues are invested 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 the comprehensive plan shall be consistent 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;

- 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 are 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?

The Comprehensive Plan is used as a guide to decide where housing and business growth should occur, what transportation system and public services will be needed 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.

As the City embarked on the 2015 Comprehensive Plan update, we asked community members, businesses, property owners and visitors to describe their future Des Moines. Outreach methods included public open houses; tabling events at the Farmers Market, Des Moines Area Food Bank, and public libraries; and a community survey and information posted on the City's website. Of the 125 survey respondents, key issues identified by community members related to public safety, vibrant neighborhoods, family wage jobs, and the multi-generational and cultural needs of the community. The "Wordle" graphic here represents comments from the community survey.

Des Moines' Comprehensive Plan has been updated to incorporate the community's vision and values into goals, policies and implementation strategies that will carry and sustain our City into the future.

What topics are addressed in the Comprehensive Plan?

The State Growth Management Act (GMA) governed by RCW 36.70A specifies "required" elements – those that must be included in the Comprehensive Plan; and "optional" elements – those that can be included by a jurisdiction if desired. Below is a list of the elements required under Growth Management Act (*) and additional optional elements contained in Des Moines Comprehensive Plan:

Chapter 1: Introduction (formerly General Planning Element)
Chapter 2: Land Use Element*
Chapter 3: Transportation Element*
Chapter 4: Conservation and Environment Element
Chapter 5: Capital Facilities, Utilities, and Public Service Element*
Chapter 6: Parks, Recreation and Open Space Element*
Chapter 7: Housing Element*
Chapter 8: Economic Development Element*
Chapter 9: North Central Neighborhood Element
Chapter 10: Marina District Neighborhood Element
Chapter 11: Pacific Ridge Neighborhood Element
Chapter 12: Healthy Des Moines Element

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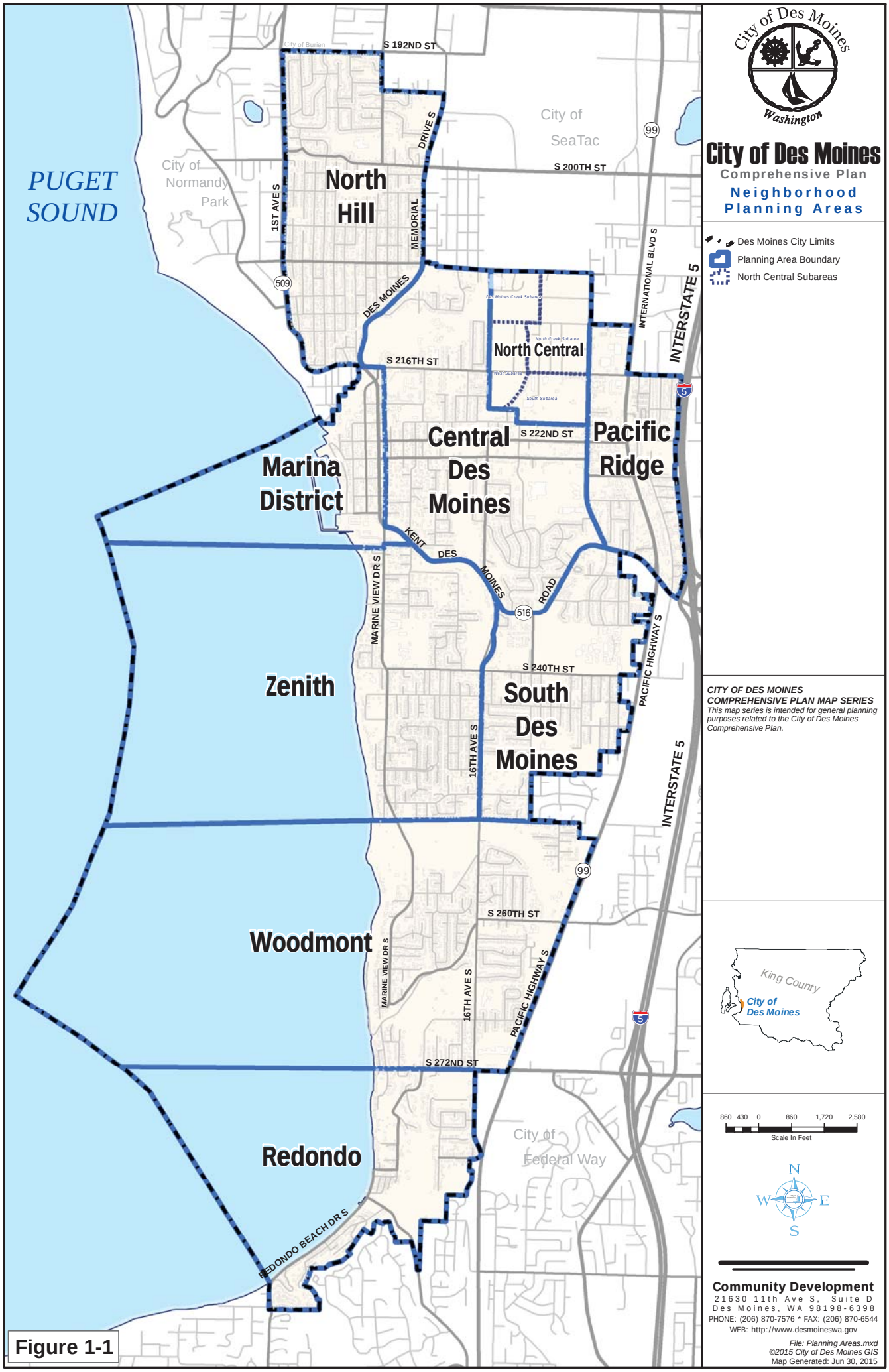

City of Des Moines
Washington
City of Des Moines
Comprehensive Plan
Neighborhood Planning Areas
Des Moines City Limits
Planning Area Boundary
North Central Subareas
PUGET SOUND
City of Normandy Park
City of Burien
City of SeaTac
City of Federal Way
North Hill
Marina District
Central Des Moines
Pacific Ridge
North Central
Zenith
South Des Moines
Woodmont
Redondo
S 192ND ST
S 200TH ST
S 216TH ST
S 222ND ST
S 240TH ST
S 260TH ST
S 272ND ST
1ST AVE S
DRIVE S
MEMORIAL
DES MOINES
KENT DES MOINES ROAD
MARINE VIEW DR S
16TH AVE S
PACIFIC HIGHWAY S
INTERNATIONAL BLVD S
INTERSTATE 5
REDONDO BEACH DR S
509
516
99
5
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.
King County
City of Des Moines
860 430 0 860 1,720 2,580
Scale In Feet
N
W
E
S
Community Development
21630 11th Ave S, Suite D
Des Moines, WA 98198-6398
PHONE: (206) 870-7576 * FAX: (206) 870-6544
WEB: http://www.desmoineswa.gov
File: Planning Areas.mxd
©2015 City of Des Moines GIS
Map Generated: Jun 30, 2015

Figure 1-1

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 (City), 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 3,480 housing units and 5,800 new jobs by 2035. As we plan for our future, we need to consider how we can grow in ways that promote 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.

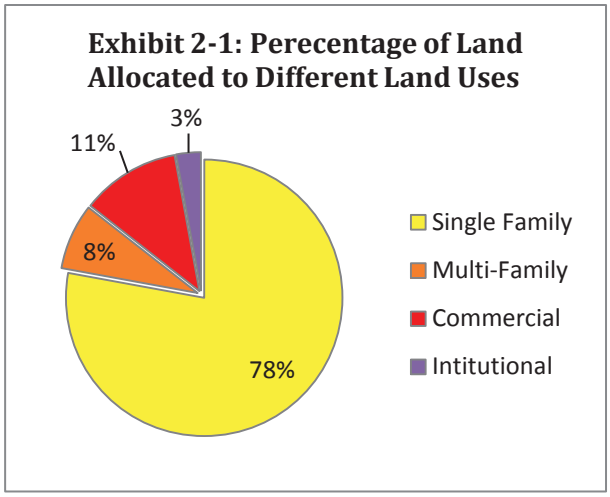
Des Moines is a highly developed community with established patterns of land use. Primarily developed as a suburban residential community, the City is poised to evolve into a vibrant urban center. Diversifying our local economy and attracting new development will enable Des Moines to sustain itself in 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.

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 2-1), 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 adequate capacity to accommodate the City's 2035 housing and job targets with a remaining surplus capacity.

The City of Des Moines Zoning Map and Zoning Code establish 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.

King County Metro Rapid Ride A Line along with Sound Transit's extension of light rail line to Des Moines by 2023, 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 along transit lines or near the light rail station will provide opportunities for transit oriented development and the creation of jobs and housing that will benefit the immediate neighborhoods and the City as a whole.

GOALS

Goal LU 1 *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*
- *Promotes economic development.*

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 *Establish a land use pattern, scale, and density that supports walking, biking and using transit to access goods, services, education, employment, and recreation as well as provides convenient and safe automobile usage.*

Goal LU 4 *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 *Identify areas for consideration as a Regional Growth Center as defined by the Puget Sound Regional Council.*

POLICIES AND IMPLEMENTATION STRATEGIES

LU 1.1 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 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 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 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 Coordinate planning activities and development review with state, regional, and local governments, tribes, and institutions to ensure compliance with established plans and regulations affecting Des Moines.

LU 1.1.5 Monitor and seek to influence planning activities and development decisions of neighboring jurisdictions affecting Des Moines neighborhoods, and seek to influence those decisions consistent with the City of Des Moines Comprehensive Plan.

LU 1.2 Manage community growth to ensure that overall public benefits exceed public cost and 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 Monitor, review and update the Comprehensive Plan annually to reflect current community values, economic conditions, and technologies.

LU1.3.1 The plan should be amended at least once every eight years but no more frequently than once each year, except in emergency situations when the City Council determines it is necessary and in the public interest.

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

LU 1.4.1 Involve citizens in the process of preparing and amending the Comprehensive Plan and development regulations by using such techniques as social media, mailings, 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 engage different ethnic and minority populations and a diversity of age groups and utilize culturally responsive practices and policies that meet the needs of traditionally underrepresented ethno-racial groups.

LU 1.4.4 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 1.4.5 Notify the public of all development proposals involving SEPA review or public hearings by using the most efficient methods available.

LU 1.5 Seek a harmonious blend of living, working, shopping, recreational and cultural land uses.

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

LU 1.5.2 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 Apply development standards and strategies that address land use transitions in order to manage impacts on residents and businesses, including but not limited to the following: site access and circulation; structure height, bulk, and scale; separation of buildings; landscaping; density; and noise buffering.

LU 1.5.4 Regulate the siting of incompatible uses adjacent to the Sea-Tac Airport, as defined in Federal Regulation 49 CFR Part 77 that establishes standards and notification requirements for objects affecting navigable airspace RCW 36.70.547; the Washington State Department of Transportation's *Airports and Compatible Land Use Guidebook, M 3074.00* (January 2011); and Puget Sound Regional Council's *Airport Compatible Land Use Program* (December 2011).

LU 1.6 Preserve open spaces where appropriate to:

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

LU 1.7 Preserve the integrity of existing single family neighborhoods.

LU 1.7.1 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.

LU 1.8 Recognize the Comprehensive Plan Figure 2-1: Preferred Land Use, as the official land use map of the City of Des Moines, providing a geographic representation of the Land Use Element. 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 1.8.1 Prepare specific land use plans for the neighborhoods shown on the Neighborhood Planning Areas Map (Figure 1-1).

LU 1.8.2 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 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 1.8.3 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.

LU 1.8.4 Zoning should be brought into conformance with the City of Des Moines Comprehensive Plan Preferred Land Use Map.

LU 1.8.5 Require all zoning changes to conform 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.

LU 2.1 Enhance and improve the economic health of existing business districts and recognize each district's special attributes.

LU 2.1.1 Promote new development and redevelopment within the Marina District to create a vibrant commercial center with a quality mix of businesses that will enhance the waterfront, serve as a destination for local residents and visitors.

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

LU 2.1.3 Promote new development and redevelopment within Pacific Ridge to create a district with a broad range of uses, serving a local and regional clientele and using the *Pacific Ridge Design Guidelines* to reduce crime and create a better working and living environment.

LU 2.1.4 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.

LU 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 Seek to abate existing incompatible uses and nuisances when such abatement is consistent with public health, safety and welfare.

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

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:

1. Revitalizes the City's waterfront;
2. Attracts both local citizens and tourists;
3. Generates economic activity in an underused area;
4. Enriches surrounding area with an attractive and vibrant district; and
5. Enhances City revenues.

LU 2.2.4 Recognize that the existence of associated 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.

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 Negotiate with Sound Transit, the Cities of Kent, SeaTac and Federal Way, and Highline College 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 one-half mile radius of future light rail stations.

LU 3.2.1 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 Champion the Healthy Des Moines Movement through 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:

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 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.

LU 4.1.2 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.

LU 4.1.3 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

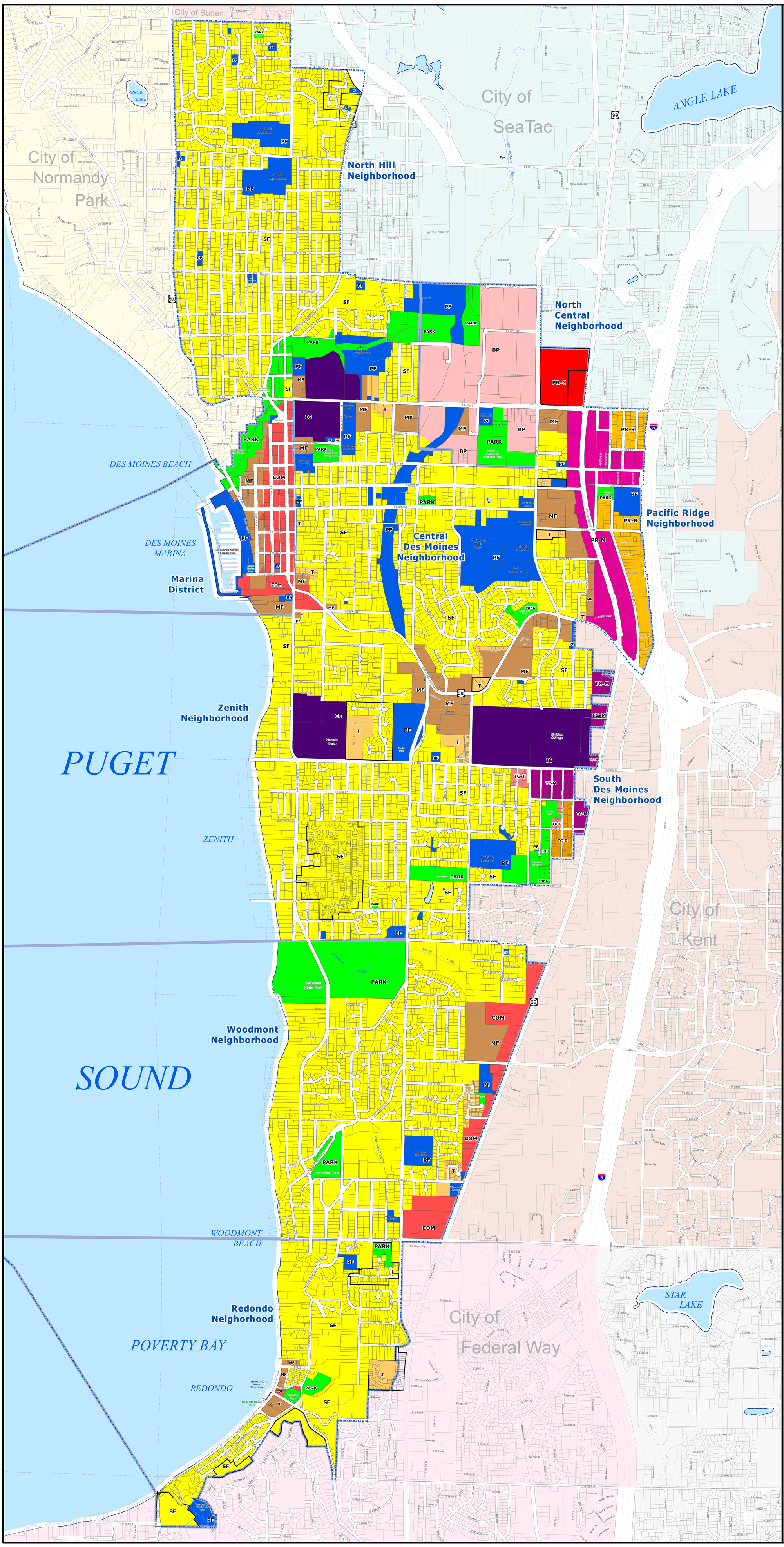
3. The facility is not otherwise regulated by the Des Moines Municipal Code (DMMC).

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.



City of Des Moines

Comprehensive Plan

Preferred Land Use

Designations

RESIDENTIAL

- MF - Multifamily
- PR-R - Pacific Ridge Residential
- SF - Single Family
- T - Townhome
- TC-R - Transit Community Residential
- TC-T - Transit Community 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
- TC-M - Transit Community Mixed
- Des Moines City Limits
- Streams
- Neighborhood Planning Areas
- 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

ORDINANCE, YEAR

Ord. 1731, 2019
Ord. 1712, 2018
Ord. 1664, 2016
Ord. 1623, 2015
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

800 400 0 800 1,600 2,400

Scale In Feet

N W E S

Planning, Building & Public Works

21630 11th Ave S, Suite D
Des Moines, WA 98198-6398

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

File: CompPlan.mxd
Map Generated: Dec 04, 2019

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Chapter 3: Transportation Element

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. In addition to providing sufficient capacity for a fully functional multi-modal transportation system, consistent with the Plan's framework goals and emphasis on sustainability and healthy communities, transportation goals and policies also 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. 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, 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, King County Metro transit, and by 2023 Sound Transit light rail 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)

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

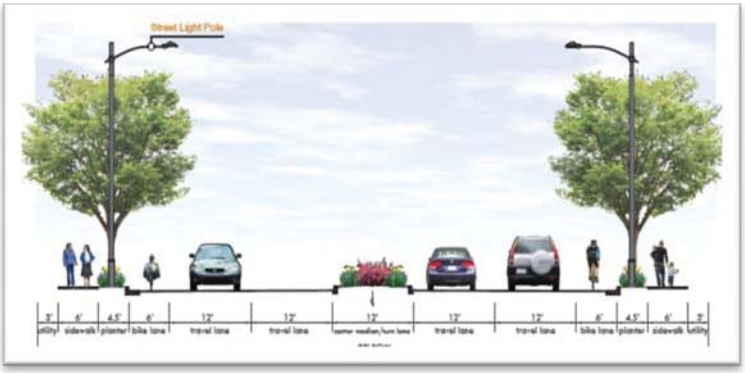
Figure 3-6 Priority Pedestrian Network

Figure 3-7 Recommended Bicycle System

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 College are just a few of the planned activities within the City that will provide new opportunities for housing and employment.

Forecast population and employment growth will add vehicle, transit, and personal trip demand 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.



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 (LOS), (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 RCW 36.70A.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 City is currently planning to perform a minor update to the CTP in 2015. Appendix B – Transportation Capacity and Growth Assumptions – 2009 CTP summarizes some of the key information that will be updated as well as provides a comparison to the revised growth targets for 2035 being used as the basis for the Comprehensive Plan.

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 LOS 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 LOS 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). See Appendix B for the 2035 growth comparisons. 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" (LOS) is used to define a way to measure the operational performance of a street or intersection. LOS 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 LOS as defined in the Highway Capacity Manual (HCM). Supporting information on LOS 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 LOS for the City of Des Moines (based on the AM or the PM peak hour) is LOS D, with exceptions for selected intersections along major arterials and in the Marina District, which may operate at LOS E or LOS F. Locations with a LOS F standard include the intersections of South 216th Street and Pacific Highway South, Kent Des Moines Road and Pacific Highway South, and Redondo Way and Redondo Beach Drive. Intersections with a LOS E standard include the Marina District intersections along 7th Avenue South and Marine View Drive between Des Moines Memorial Drive and Kent-Des Moines Road and the SR 99 intersections of South 220th Street/Pacific Highway South and South 224th Street/Pacific Highway South. In addition, all signalized intersections must not exceed an Xc of 1.0 using a 120 second cycle length. However, the intersection of Kent Des Moines Road/Pacific Highway may operate at an Xc equal to 1.2 using a 150 second cycle length.

What is Xc?

Xc is a measure of the critical volume to capacity (v/c) ratio for the approach lane groups that have the highest flow ratio (v/s) for a given phase. For example, with a two-phase signal, opposing lane groups move during the same green time. Generally, one of these two lane groups will require more green time than the other (i.e. it will have a higher flow ratio). This would be the critical lane group for that signal phase. Each signal phase will have a critical lane group that determines the green-time requirements for the phase. Xc is v/c for critical movements, assuming green time allocated proportionately to v/s values. (Source: Highway Capacity Manual 2000, chapter 16 - Signalized Intersections, Methodology)

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), demand management strategies, 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 (LOS) standards on the City's transportation network.*

Goal TR 4: *Encourage the preservation and expansion of public transit services to provide 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.*

POLICIES AND IMPLEMENTATION STRATEGIES

Transportation and Land Use

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.

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.

- 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.

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 approximately every ten years, with a “check up” every five years.

- TR 1.3.1 During CTP major or minor updates, collect current volumes and compare with traffic growth trends.

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 Include multi-modes in the design of transportation capital improvement projects.

TR 1.4.2 Ensure development required frontage improvements accommodate multi-modes.

Street System

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

TR 2.1.1 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.

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

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)*

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

TR 2.3.1 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)*

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

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)*

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

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

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

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)*

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.

TR 2.7.1 Continue advocating through Council Resolutions and steering committee representation at local and regional levels for the funding and completion of the SR-509 Project.

Concurrency

TR 3.1 Maintain LOS standards that provide for growth and maintain mobility on the existing transportation system.

TR 3.1.1 Develop and adopt concurrency ordinances in support of the GMA.

TR 3.1.2 Periodically monitor intersection LOS 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.

TR 3.2 Condition approval of proposed development to ensure the LOS does not fall below the City's adopted LOS standards, by requiring the developer makes improvements to mitigate the impacts, concurrent with the development.

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.

Public Transit

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

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 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)*

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 RapidRide and light rail) to provide convenient connections to Des Moines. *(CTP TR 4.6)*

TR 4.1.6 Support frequent local service linking Downtown, Des Moines businesses and Highline College with HCT on Pacific Highway South. *(CTP TR 4.9)*

TR 4.1.7 Support a light rail alignment on the west margin of the proposed State Route 509 and Interstate 5.

TR 4.1.8 Support a light rail station east of Pacific Highway S (SR 99) in the vicinity of Highline College.

TR 4.1.9 Consider a light rail station in the vicinity of S. 216th Street along the SR 509/I-5 alignment only.

TR 4.1.10 Work with Sound Transit on station area planning for Midway and South 272nd Street stations. *(CTP TR 4.11)*

TR 4.1.11 Coordinate with the City of Kent and Highline College for the Midway subarea. *(CTP TR 4.12)*

TR 4.1.12 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)*

Pedestrian and Bicycle Facilities

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

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 amenities at schools, parks, and other public buildings. *(CTP TR 5.10)*

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 when necessary. *(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 5.3 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)*

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)*

Parking

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.

TR 6.1.1 Develop a detailed parking plan.

TR 6.2 Restrict or limit parking on principle arterials with the exception of Marine View Drive in the Marina District.

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.

Funding

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

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)*

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

TR 7.2.1 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)*

TR 7.3 Evaluate traffic generated by new development and require off-site improvements to the transportation system that are needed to maintain adopted LOS standards.

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

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)*

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.

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

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.

Environmental

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

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

TR 8.1.5 Phase construction of roadway and other transportation facilities to minimize inconvenience to and negative impact upon adjacent property owners.

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

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

Transportation Strategies for Sustainability

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 Encourage employers in commercial zones to sponsor, co-sponsor or provide shuttles to enhance connectivity with Sound Transit Link Light Rail stations at S. 200th Street and in the vicinity of Highline College, with BRT facilities on Pacific Highway S., as well as provide routes that would circulate through Des Moines to bring people to and from the Marina District.

TR 9.1.4 Coordinate and optimize traffic signal systems to minimize delay and congestion, and maximize the use of existing transportation system capacity.

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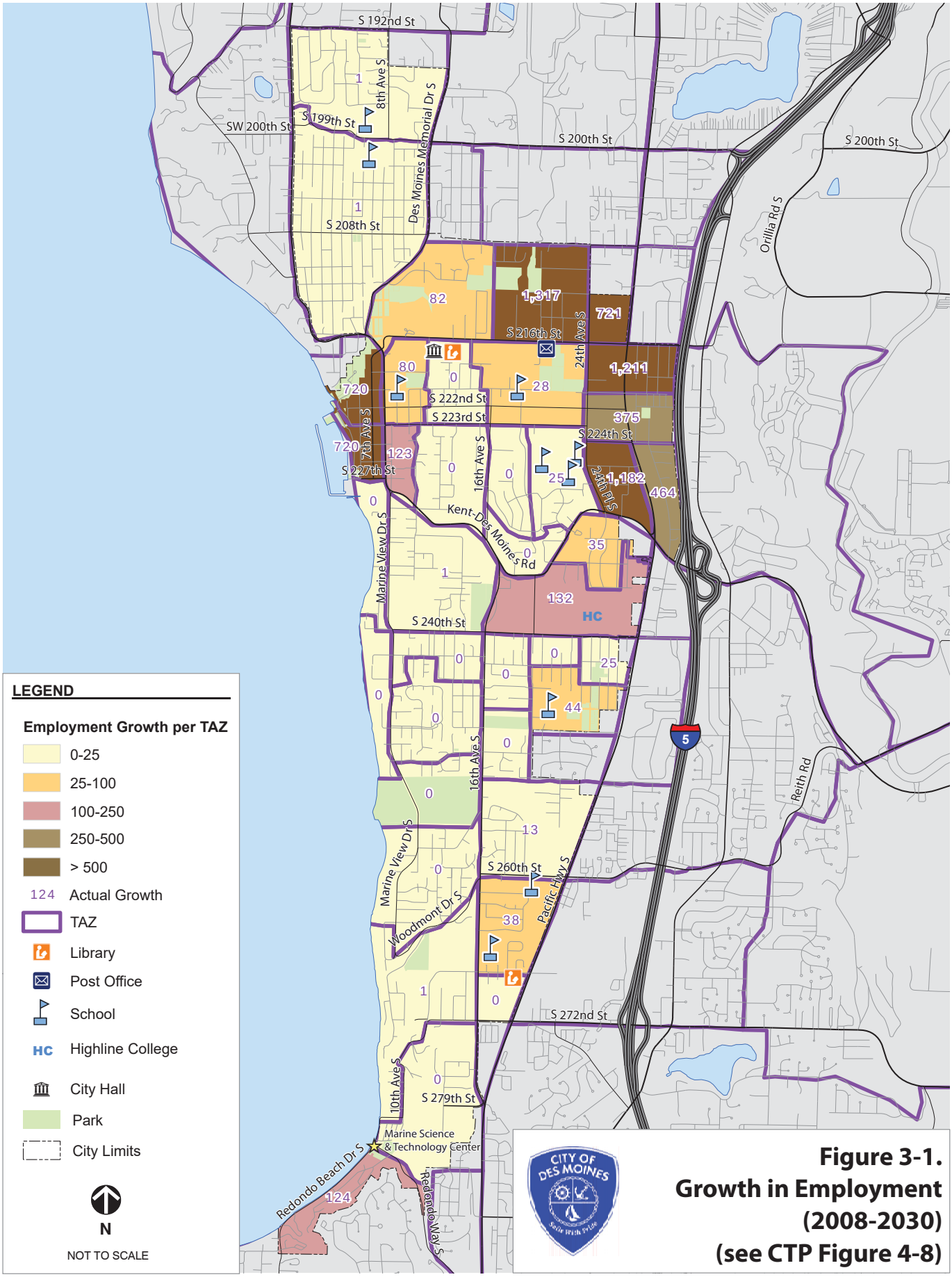

Figure 3-1.
Growth in Employment
(2008-2030)
(see CTP Figure 4-8)

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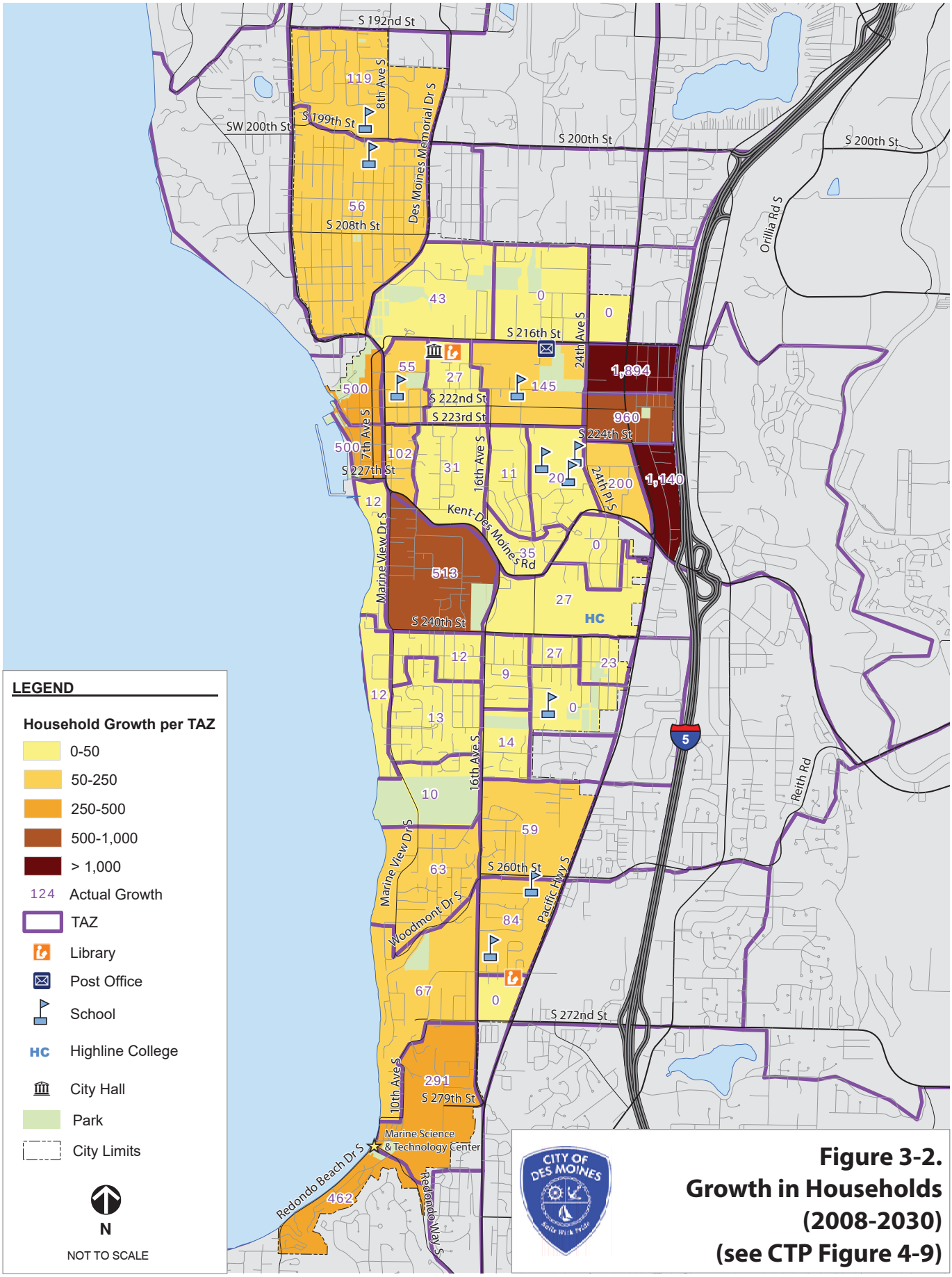

Figure 3-2. Growth in Households (2008-2030) (see CTP Figure 4-9)

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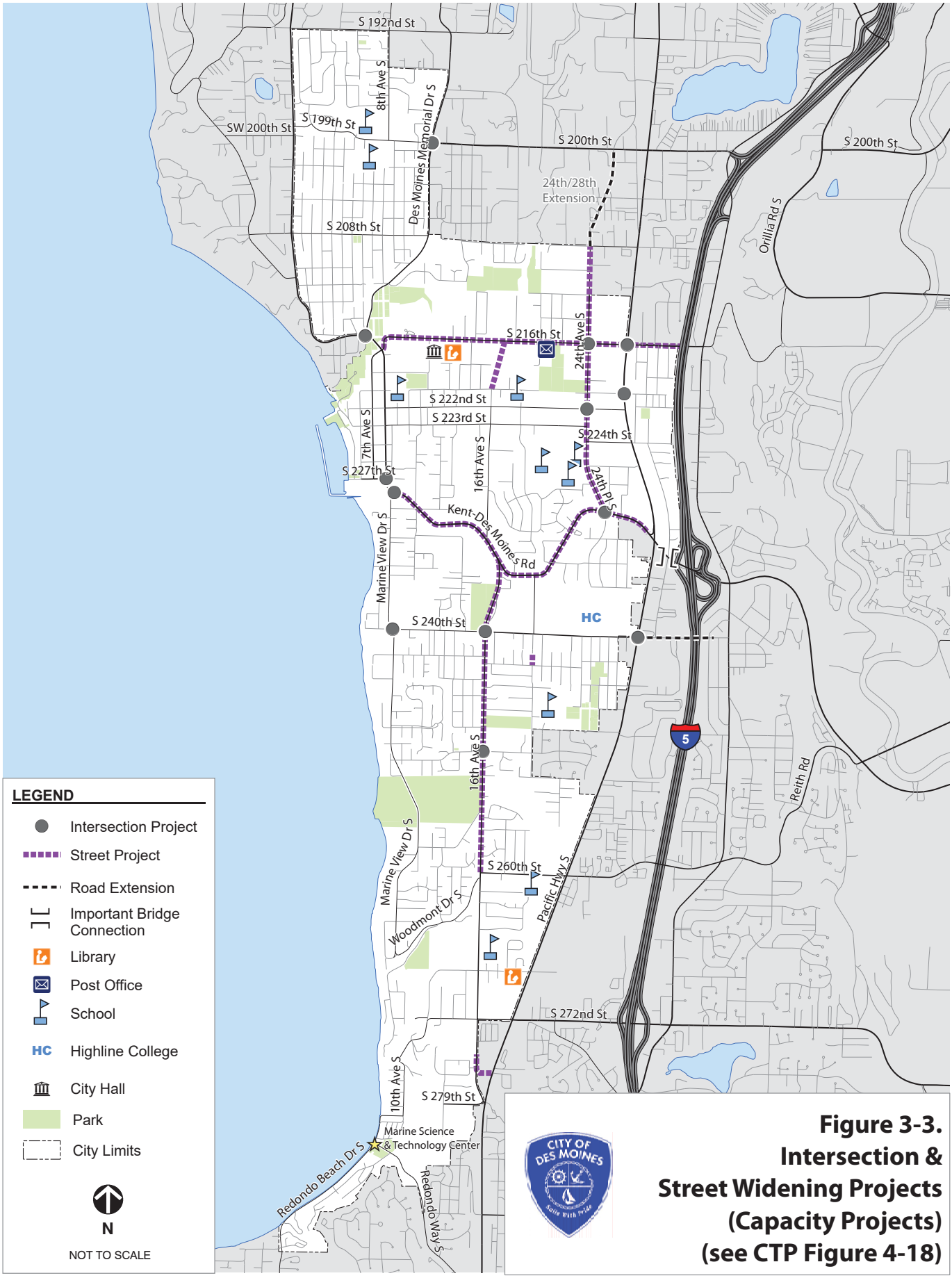

Figure 3-3. Intersection & Street Widening Projects (Capacity Projects) (see CTP Figure 4-18)

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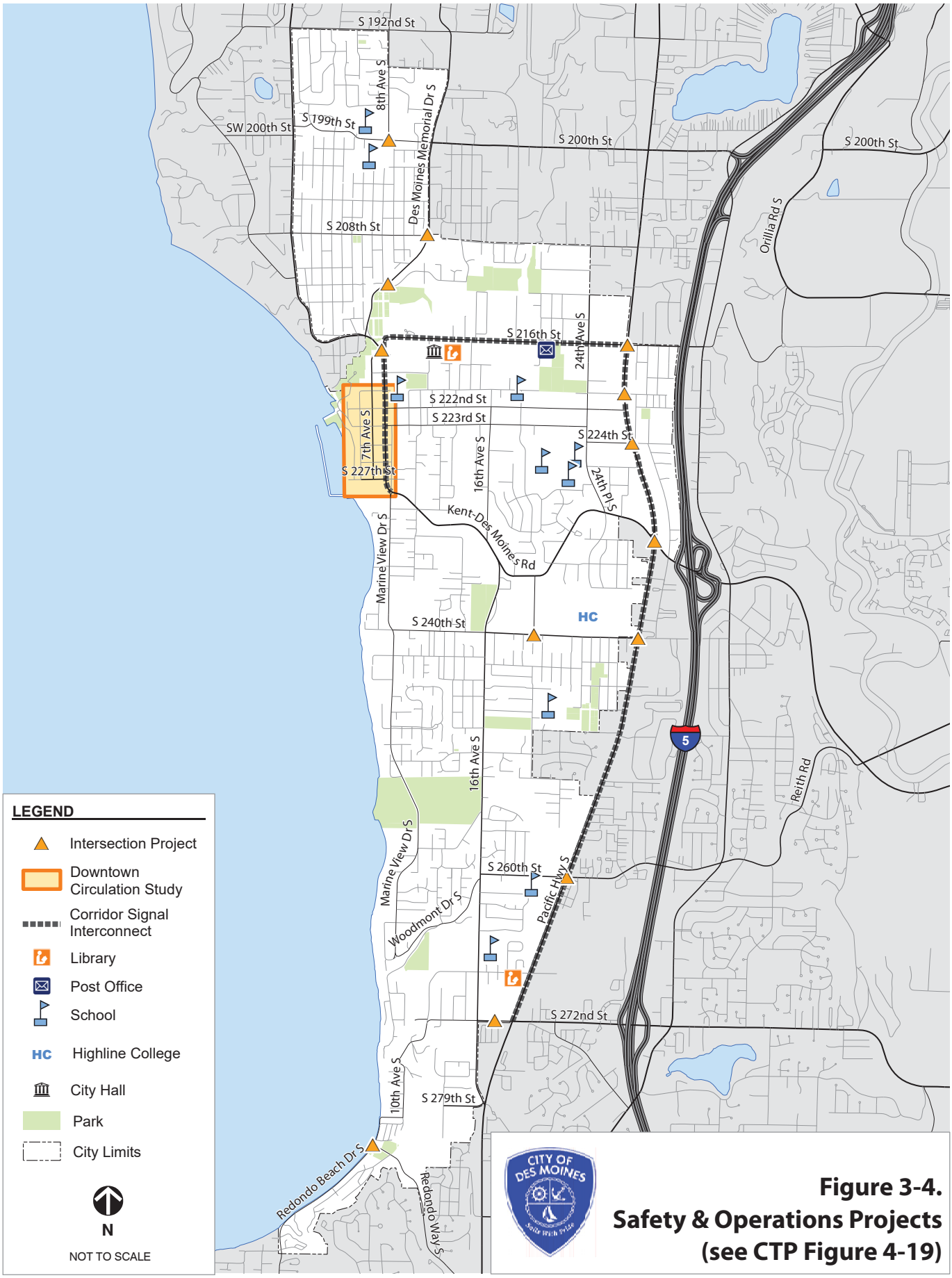

Figure 3-4.
Safety & Operations Projects
(see CTP Figure 4-19)

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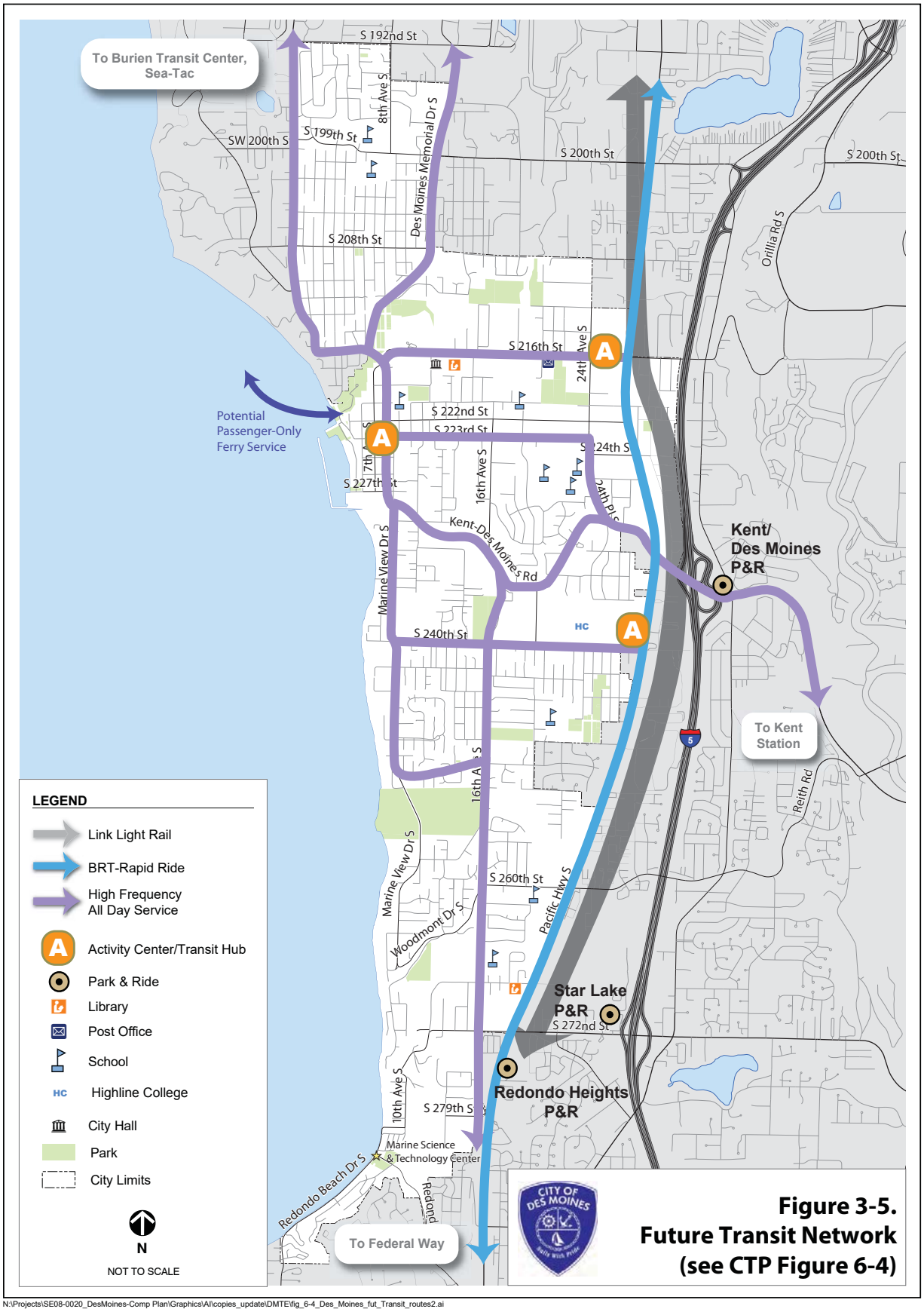

Figure 3-5. Future Transit Network (see CTP Figure 6-4)

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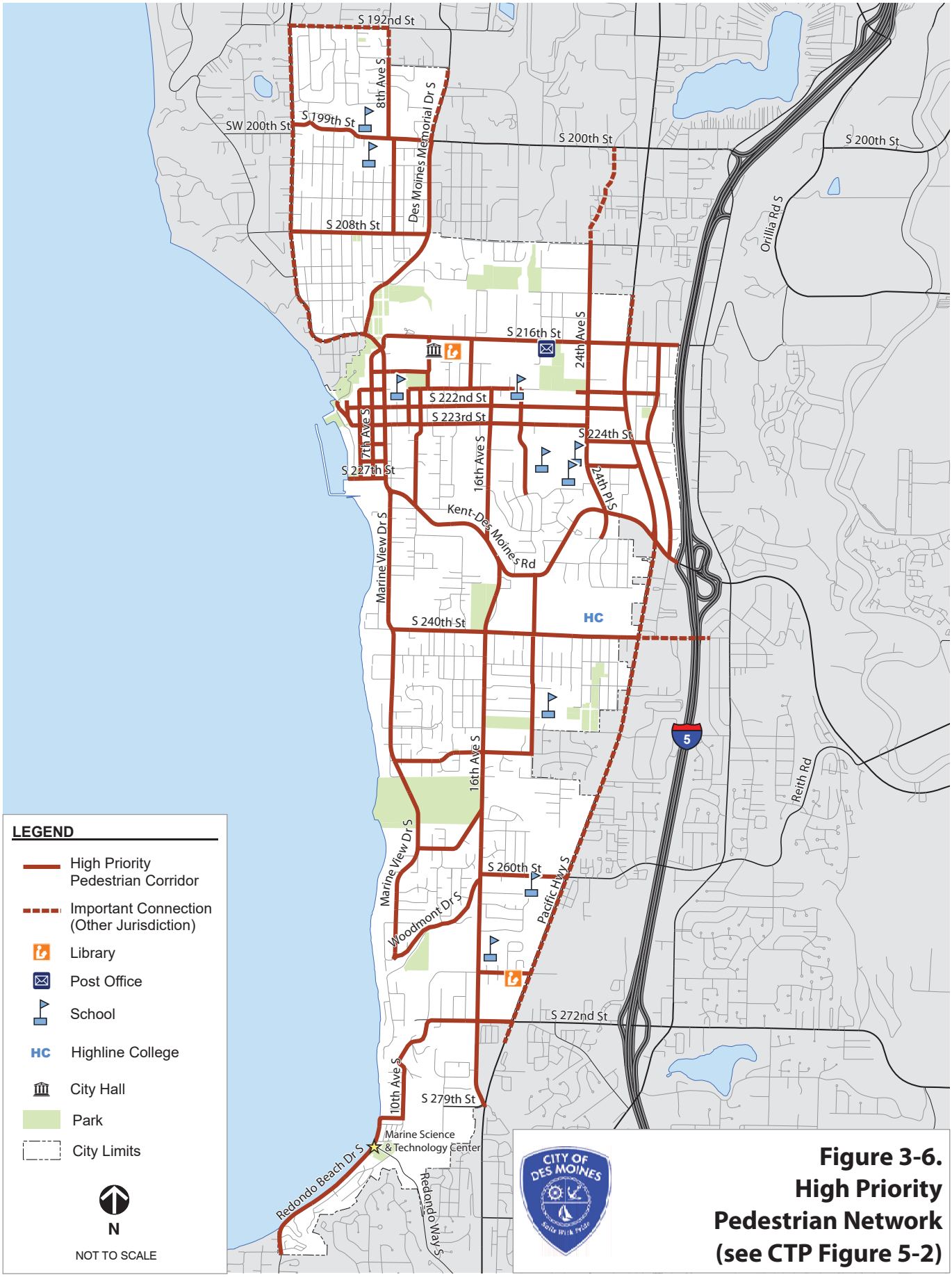

Figure 3-6. High Priority Pedestrian Network (see CTP Figure 5-2)

N:\Projects\SE08-0020_DesMoines-Comp Plan\GIS\Draft\MXD\DMTE\fig5-2_HighPriority.mxd

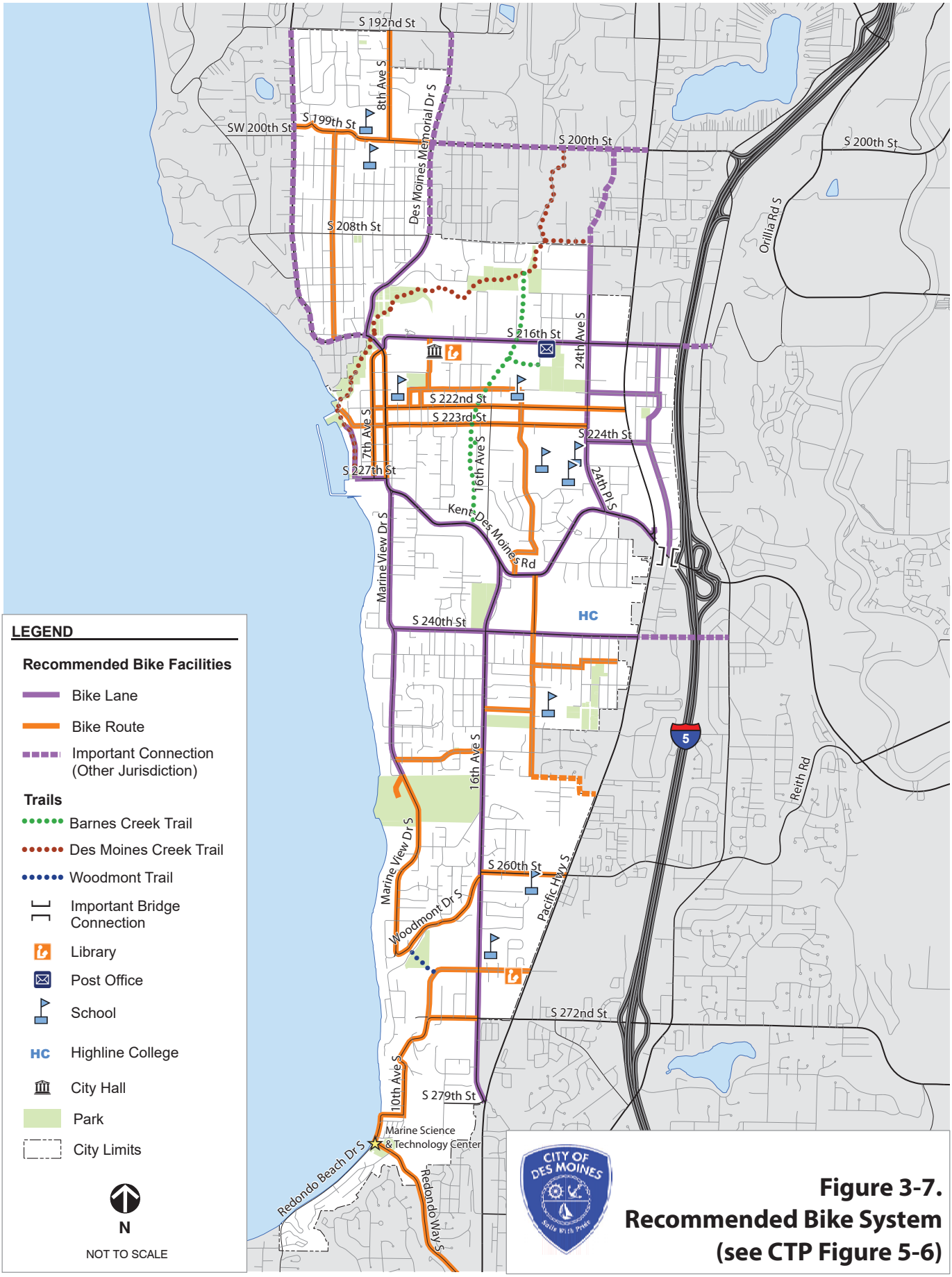

Figure 3-7.
Recommended Bike System
(see CTP Figure 5-6)

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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.

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 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

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). 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), or (3) was produced through a valid scientific process. A valid scientific process should have the following characteristics: 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 (2019) and Surface Water Management Comprehensive 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.

GOALS

Goal CE 1 *Protect, improve, and sustain environmental quality through best management practices and the use of best available science.*

Goal CE 2 *Protect environmentally critical areas from damage caused by encroachment and development.*

Goal 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.*

Goal CE 4 *Prevent flooding, erosion, sedimentation, water quality, and habitat degradation, and to protect, restore, and enhance water quality of all surface waters (streams and shorelines).*

Goal CE 5 *Protect fish and wildlife species and habitats with emphasis on those identified by the State and Federal governments as endangered, threatened, or sensitive resources.*

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

Goal CE 7 *Promote the conservation of energy in the location and design of public and private development.*

Goal CE 8 *Protect air quality to maintain a healthy environment for current and future generations.*

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

POLICIES AND IMPLEMENTATION STRATEGIES

Conservation Best Management Practices

CE 1.1 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 Prepare studies of Des Moines area watersheds, identifying environmental problems and short-term and long-term means for solving identified problems.
- CE 1.1.2 Identify and rank capital improvement and land acquisition projects that can prevent or reduce flooding, protect surface and ground water quality, stabilize hillsides, and protect, restore, and enhance fish and wildlife habitat.
- CE 1.1.3 Regulate public and private development proposals in ways to insure that the valuable functions of natural resources are preserved, restored, or improved.
- CE 1.1.4 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 Balance social, economic, and environmental goals to land use planning activities.

CE 1.2 Include "best available science" when reviewing, revising, or developing policies and regulations to protect the functions and values of critical areas, giving special consideration to the protection of anadromous fish.

- CE 1.2.1 Document the use of BAS and instances when non-scientific information is used in-lieu-of BAS during the process of developing policies and regulations to protect critical areas and anadromous fisheries. Documentation should include relevant sources of BAS. Documentation should also include the rational for using information that departs from BAS, and identify potential risks to the functions and values of the critical areas, and any additional measures to mitigate such risk.

Environmentally Critical Areas

CE 2.1 Review and revise the City's Critical Areas Ordinance, on or before June 30, 2015, and every eight years thereafter 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.

- 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 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 Regulate development on bluffs and ravine sidewalls to insure human safety, health and welfare, and to restore and preserve other functions served by bluffs and ravines.

CE 2.2.2 Limit development proposals and land disturbance on potentially unstable land, such as erosion, landslide, and seismic hazard areas, to insure safety and conformity with existing natural constraints.

CE 2.2.3 Seek public acquisition of environmentally critical areas that have outstanding valuable natural functions and aesthetic assets.

CE 2.2.4 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 or adjacent to, or would likely affect a critical area.

CE 2.2.5 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 Ensure that stream and wetland buffers are 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 Promote the preservation of native vegetation and mature trees, revegetation, and appropriate landscaping to improve air and water quality and fish and wildlife habitat.

CE 2.4.1 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.

CE 2.5 Balance 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.

CE 2.5.1 Identify environmentally critical areas and implement performance standards and development regulations for any proposed developments within or adjacent to them.

Shorelines

CE 3.1 Provide protections for environmentally 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 eight 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.

CE 3.1.1 The *Des Moines Shoreline Master Program* (SMP) update was adopted by the City Council Ordinance No. 1502 on January 27, 2011 and amended by Ordinance No. 1720 on July 11, 2019 and is codified in Title 16 Environment of the Des Moines Municipal Code.

CE 3.1.2 Maintain and monitor the Shoreline Master Program to control and regulate development in the shoreline area.

Water Management

CE 4.1 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 Implement the surface water management program to:

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 Require that development proposals maintain surface water runoff rate, volume, and quality at pre-development levels.

CE 4.1.3 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 Promote ground water infiltration and minimize surface water runoff by requiring development proposals to mitigate impervious surfaces.

CE 4.1.5 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.

CE 4.1.6 Work with the Washington State Department of Ecology to implement the programs of the Puget Sound Water Quality Management Plan.

CE 4.1.7 Study and consider incentives for residential and commercial property owners to maintain and enhance water quality.

CE 4.2 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 Limit significant clearing, grading, or filling operations prior to drainage and erosion/sedimentation plan approval and implementation.

CE 4.3 Undertake all necessary actions to protect the quality of surface water bodies located in the city.

CE 4.3.1 To ensure the quality of surface water and protect the health and welfare of citizens:

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. Establish and/or maintain enforcement mechanisms that may be used to prevent or stop contamination to surface water quality

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

CE 4.4.1 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.

CE 4.4.2 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.

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

CE 4.5.1 Protect the quality and quantity of groundwater by:

1. Assist 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. 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.

Fish and Wildlife

CE 5.1 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 Continue to designate, map, and protect habitat networks throughout the City of Des Moines from significant adverse environmental impacts.

CE 5.2 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.

CE 5.2.1 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 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 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 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.

CE 5.2.4 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 Be a good steward of public lands and integrate fish and wildlife habitat into capital improvement projects when practicable.

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

CE 5.3 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.

CE 5.3.1 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 The City of Des Moines shall evaluate programs and regulations to determine their effectiveness in contributing to Endangered Species Act listed species conservation and recovery, and shall update and enhance programs and plans where 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.

Solid and Hazardous Waste Management

CE 6.1 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 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 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 Regulate land uses to conserve all forms of energy.

CE 7.1.1 Establish construction and site planning standards that result in energy conservation, or utilize alternative energy sources.

CE 7.1.2 Seek to stimulate a land use pattern that encourages an efficient transportation system.

CE 7.1.3 Implement measures to improve bicycle and pedestrian circulation systems.

CE 7.1.4 Support regional efforts to develop electric vehicle infrastructure, such as charging stations.

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.

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

CE 8.1.5 Require that trees be an integral part of City street development standards.

CE 8.1.6 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.

CE 8.1.7 Study and consider incentives for residential and commercial property owners to maintain and enhance air quality.

Education and Outreach

CE 9.1 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 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 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 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.

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Figure 4-1

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')

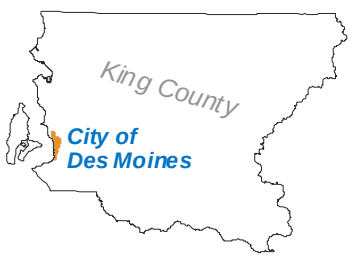
ELECTRONIC GIS LAYERS

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



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Scale In Feet

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Community Development
21630 11th Ave S, Suite D
Des Moines, WA 98198-6398
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WEB: http://www.desmoineswa.gov

File: SlopeTopgraphy - June 2004
Product of City of Des Moines GIS

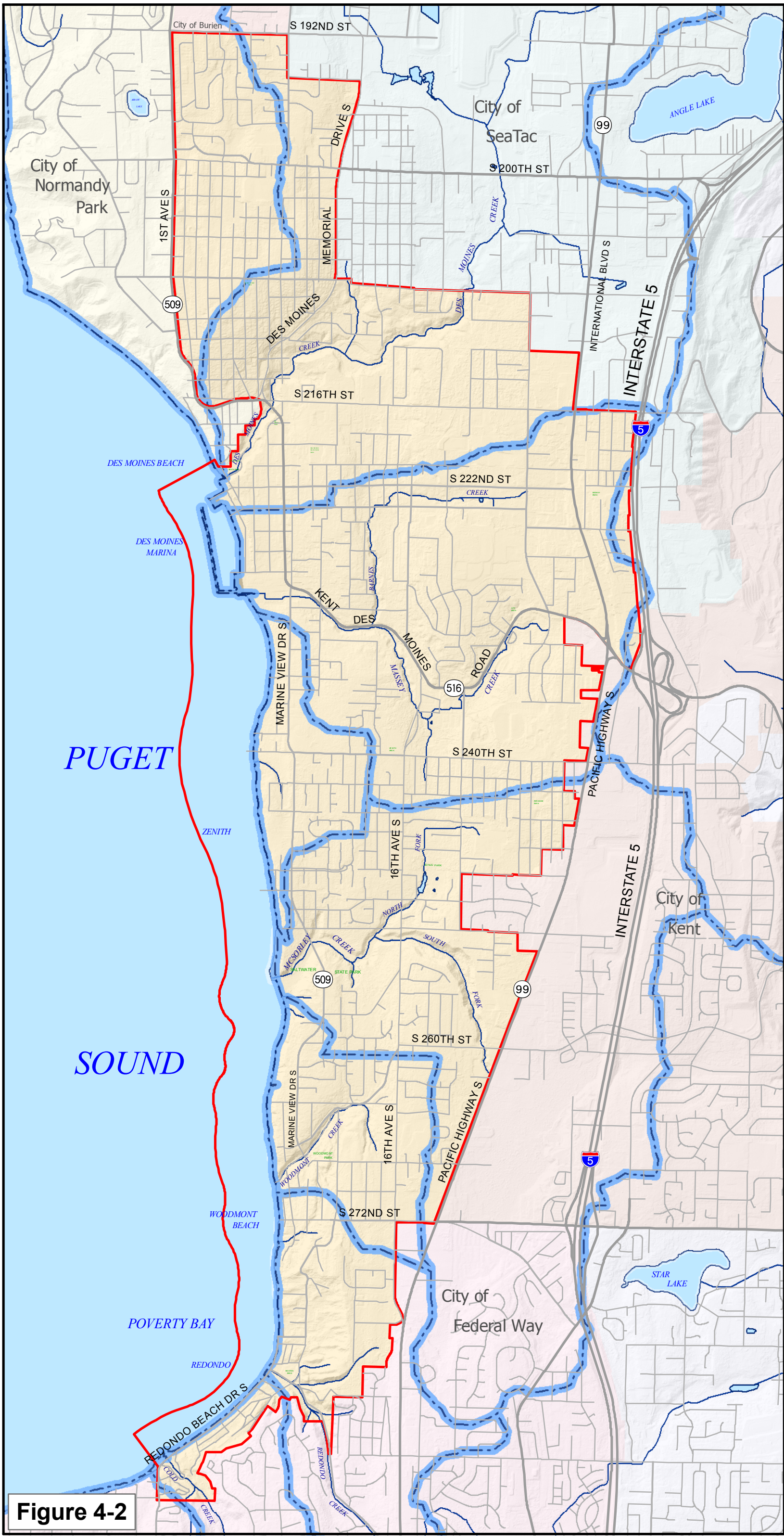

Figure 4-2

City of Des Moines

Critical Area Map Series

Drainage Basins

Generalized Drainage Basins

Surface Water

Streams

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
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"=600')

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Scale In Feet

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Planning, Building & Public Works
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Des Moines, WA 98198-6398
PHONE: (206) 870-7576 * FAX: (206) 870-6544
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File: DrainageBasins.mxd - April 2007
Product of City of Des Moines GIS

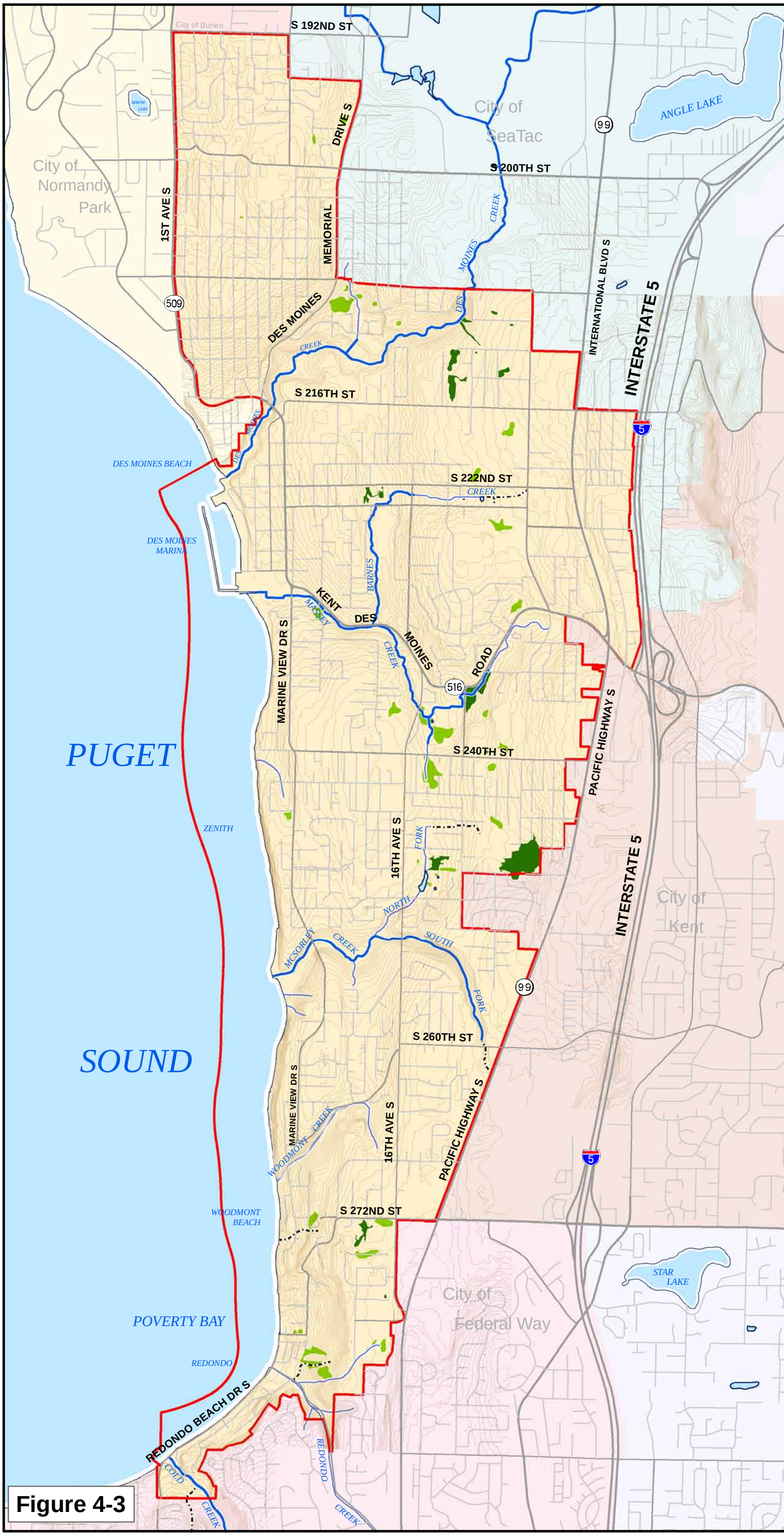

Figure 4-3

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
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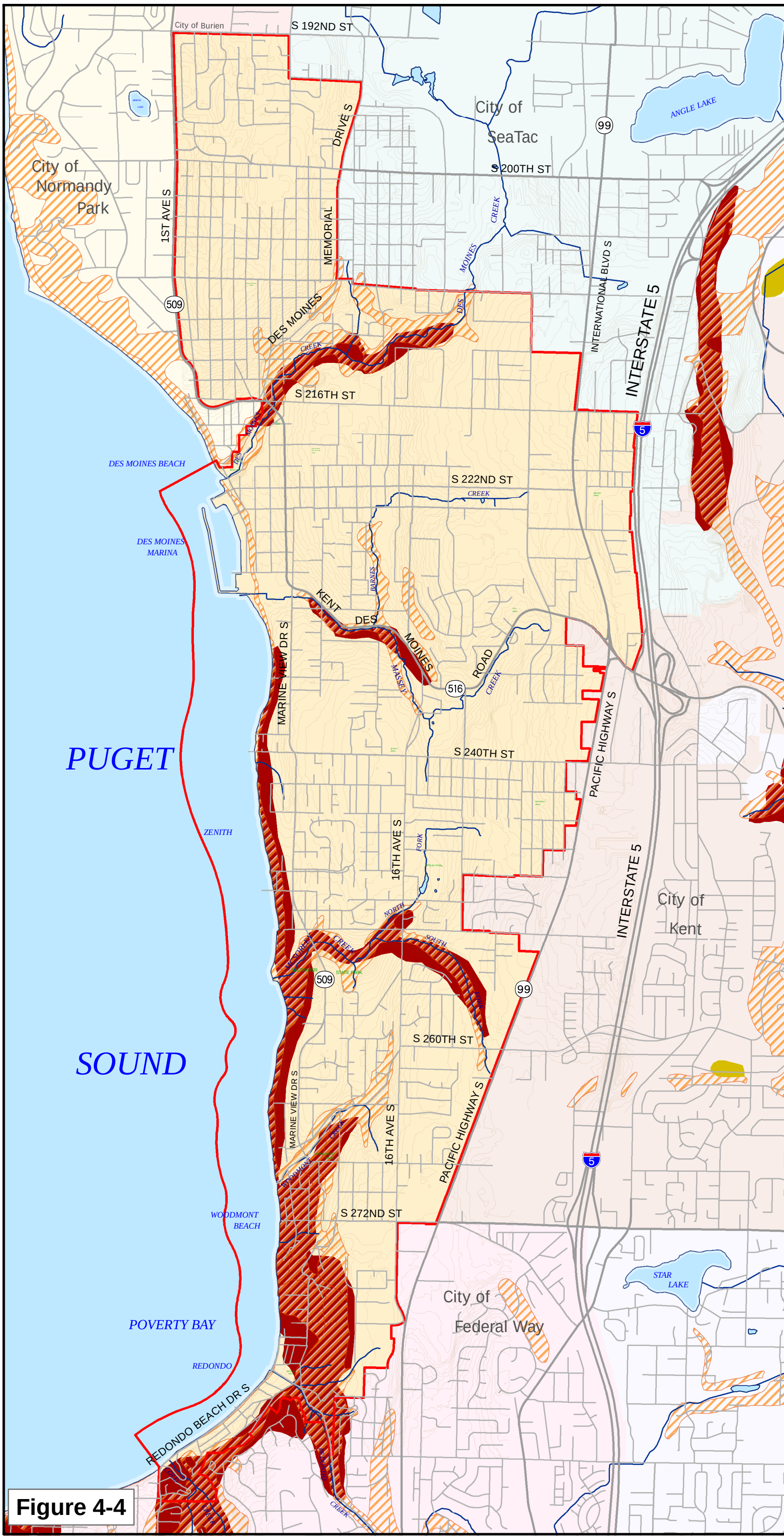

Figure 4-4

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

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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 Quad 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')

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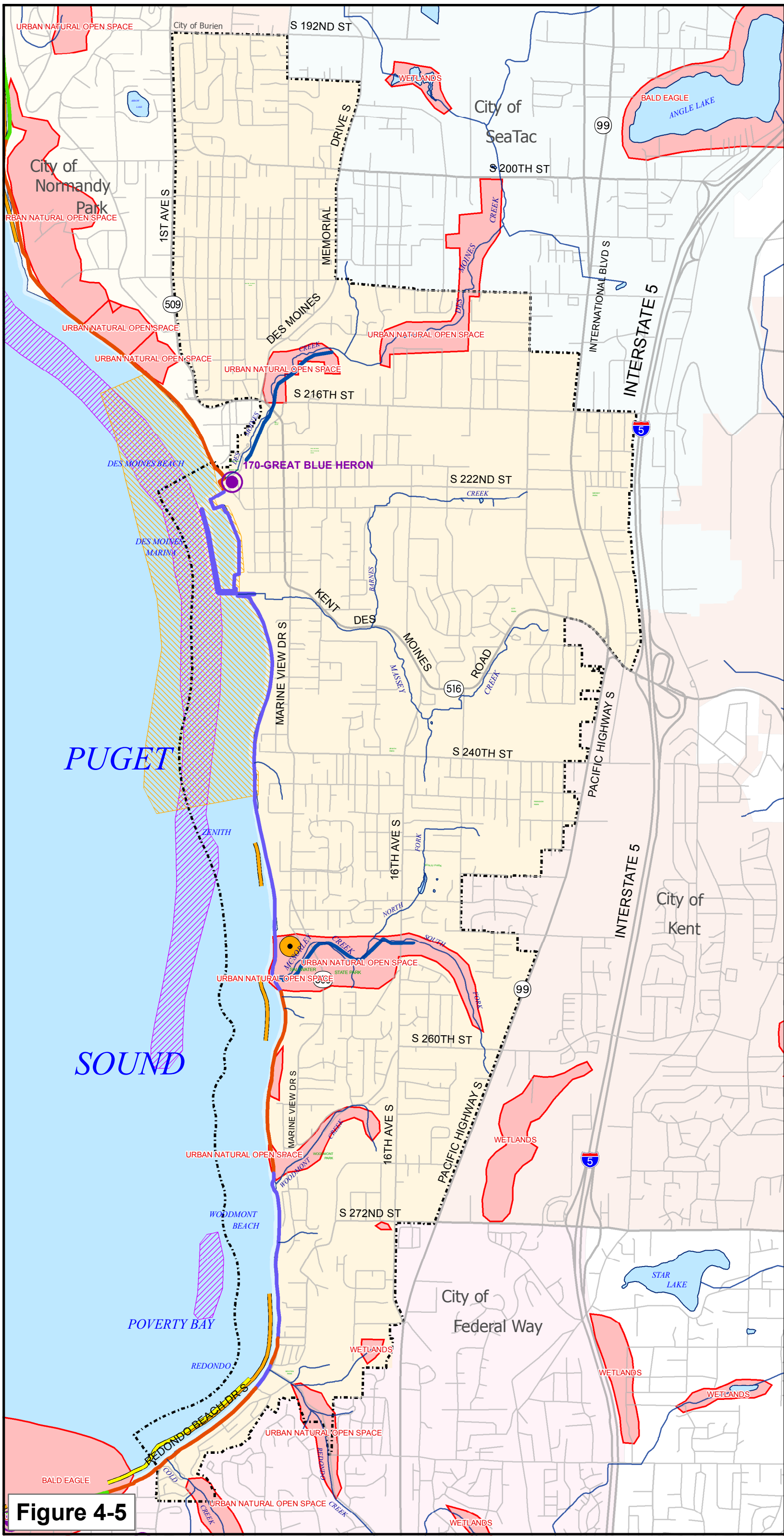
WEB: http://www.desmoineswa.gov

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


City of Des Moines
Washington
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)
Surf Smelt (WDFW)
Hard Shell Clam (WDFW)
Geoduck (WDFW)
PHS Polygons
Des Moines City Limits
Streams
Jurisdictions
Normandy Park
Burien
SeaTac
Kent
Federal Way
Unincorporated King County
King County
City of Des Moines
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Scale In Feet
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Planning, Building & Public Works
21630 11th Ave S, Suite D
Des Moines, WA 98198-6398
PHONE: (206) 870-7576 * FAX: (206) 870-6544
WEB: http://www.desmoineswa.gov
File: FWHCA.mxd - April 2007
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City of Burien
City of Normandy Park
City of SeaTac
City of Kent
City of Federal Way
PUGET SOUND
S 192ND ST
S 200TH ST
S 216TH ST
S 222ND ST
S 240TH ST
S 260TH ST
S 272ND ST
1ST AVE S
MEMORIAL DRIVE S
DES MOINES
KENT DES MOINES ROAD
MARINE VIEW DR S
16TH AVE S
PACIFIC HIGHWAY S
INTERNATIONAL BLVD S
INTERSTATE 5
REDONDO BEACH DR S
DES MOINES CREEK
MASSEY CREEK
NORTH FORK
SOUTH FORK
MCSORLEY CREEK
WOODMONT CREEK
COLD CREEK
REDONDO CREEK
BARNES CREEK
ANGLE LAKE
STAR LAKE
DES MOINES BEACH
DES MOINES MARINA
ZENITH
WOODMONT BEACH
POVERTY BAY
REDONDO
URBAN NATURAL OPEN SPACE
WETLANDS
BALD EAGLE
170-GREAT BLUE HERON
Figure 4-5

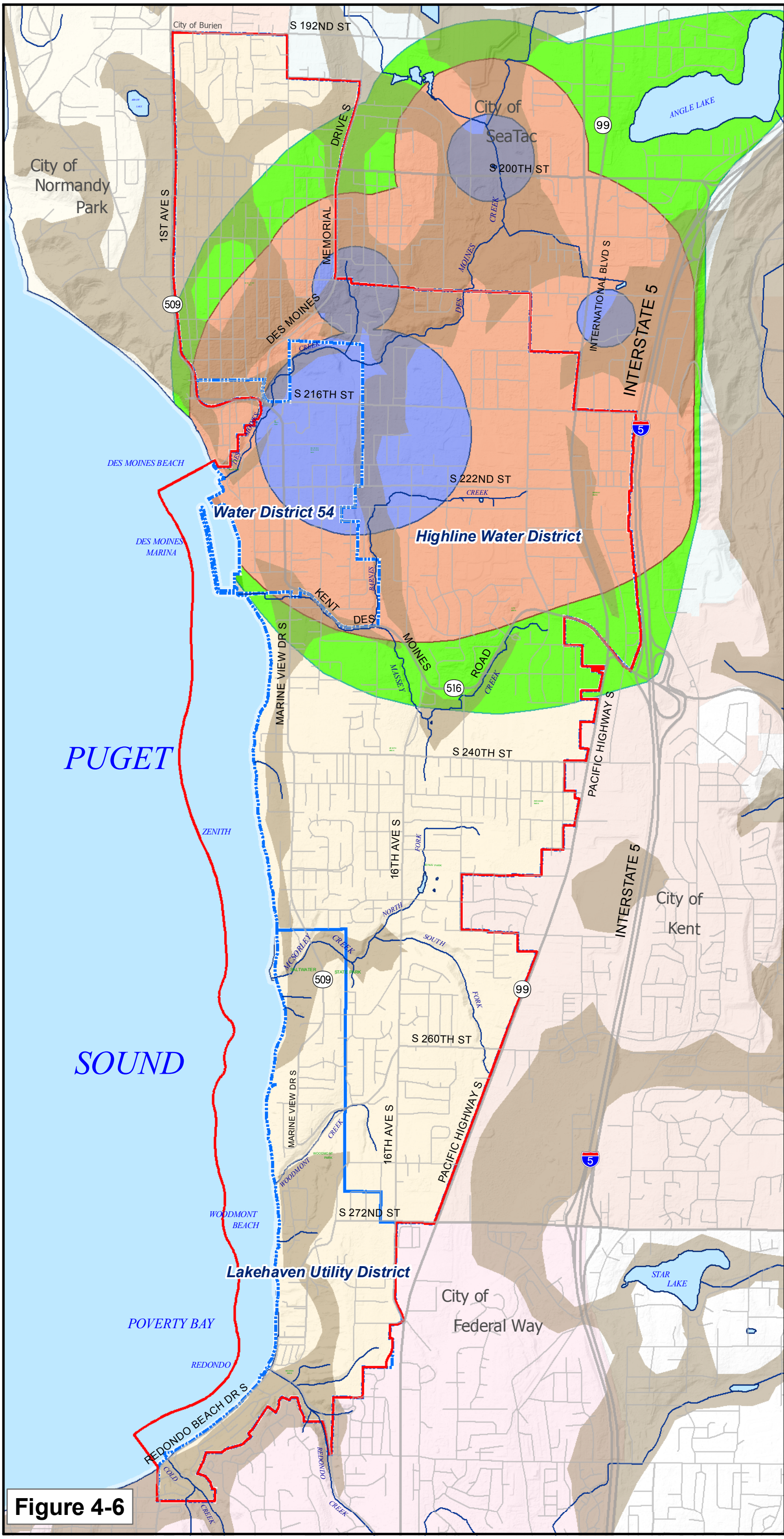

Figure 4-6

City of Des Moines
Washington

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

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

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

ELECTRONIC GIS LAYERS

King County GIS Data CD #3, September 2002

King County GIS LiDAR Data, September 2002

King County
City of Des Moines

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Scale In Feet

N W E S

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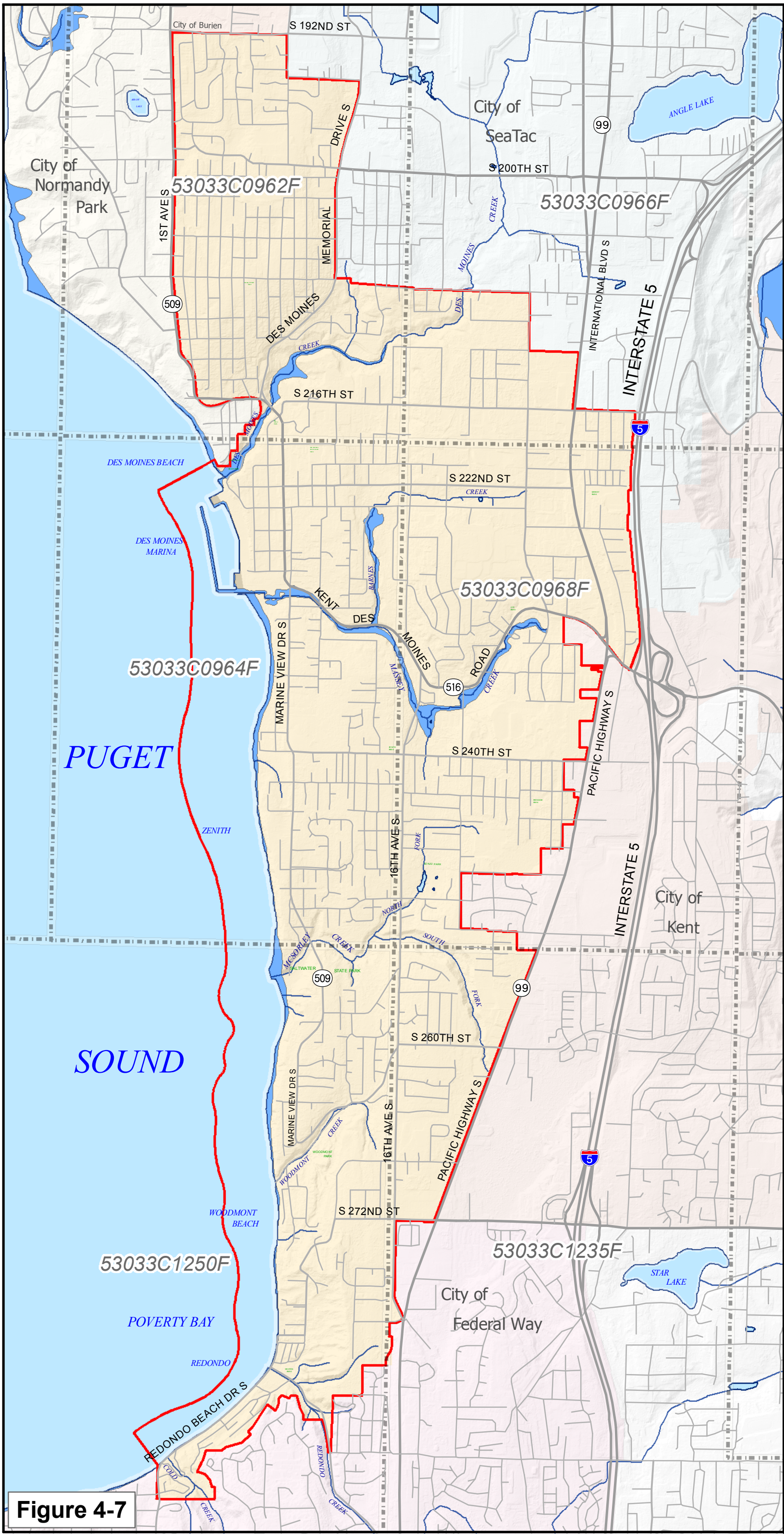


Figure 4-7

City of Des Moines
Washington

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)

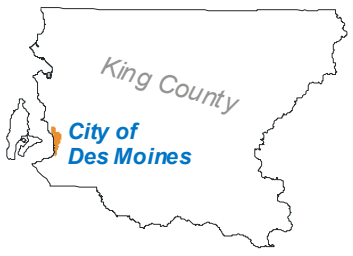
King County GIS Data CD #3 September 2002 (No Scale)

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"=600')

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



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Scale In Feet

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

CHAPTER 5: CAPITAL FACILITIES, UTILITIES AND PUBLIC SERVICES ELEMENT

BACKGROUND AND CONTEXT

The Capital Facilities, Utilities and Public Services 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.

Image Source: www.pcs-structural.com

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, water, sewer, and solid waste collection. Selected public facilities located within the City of Des Moines are shown on Figure 5-1.

Image Source: www.kcls.org

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

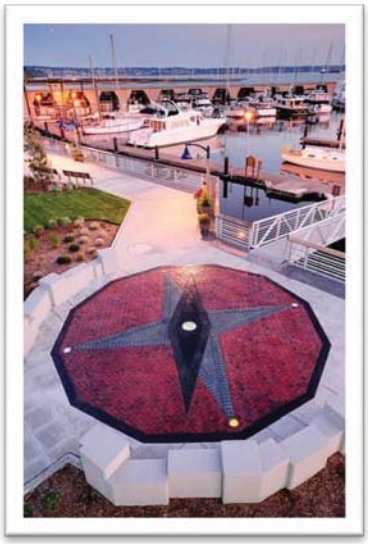
Image Source: Carmen Scott

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 adequate public services.

The increase in population within the City has and will continue to create 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 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 City adopts by reference, the following Capital Facilities, Utilities, and Public Services Plans:

1. City of Des Moines Comprehensive Marina Master Plan (2007)
2. City of Des Moines Surface Water Management Comprehensive Plan (2015, as amended)
3. City of Des Moines Comprehensive Transportation Plan (2016, as amended)
4. City of Des Moines Six-Year Capital Improvement Plan (updated annually)
5. City of Des Moines Parks, Recreation and Senior Services Master Plan (2016, as amended)
6. King County Water District #54 Capital Facilities Plan (2011)
7. Highline Water District Water System Plan (2016)
8. Lakehaven Utility District Water Facilities Plan (2015)
9. Midway Sewer District CFP (2008)
10. Southwest Suburban Sewer District Sewer Plan (2014)
11. Lakehaven Utility District Sewer Facility Plan (2016)
12. Highline School District 2018-2023 Capital Facilities Plan (2018, as amended)

13. Federal Way Public Schools 2019 Capital Facilities Plan (2018, as amended)

14. Highline College Master Plan (2017)

An inventory and analysis of the publicly owned capital facilities, and public/private utilities within the City of Des Moines are summarized below.

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 are guided by a six-year capital improvement plan and an annual budget approved by the City Council. The capital improvement plan prioritizes projects, establishes improvement schedules, and identifies revenue sources.

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 by the Washington Utilities and Transportation Commission, the National Electric Reliability Corporation (NERC), and Federal Energy Regulatory Commission (FERC). 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).

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.

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.

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 College also operates a library that is utilized by many residents of the City.

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 2007 Comprehensive Marina Master Plan identifies near-term and long-term capital improvements, funding strategies and project schedules for the existing marina.

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 Parks, Recreation and Senior Services Master Plan guides the scheduling and funding of future capital and programmatic improvements which are further addressed in Chapter 6: Parks Recreation and Open Space Element.

Police: Police services are 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. Des Moines Police Department is accredited through the Washington Association of Sheriffs and Police Chiefs. The purpose of law enforcement agency accreditation is to professionalize the law enforcement industry by providing a review process for agencies to be certified as operating under industry best practices and standards.

Postal Service: The US Postal Service operates one facility and one contract station within the City.

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.

Schools: Publicly owned educational facilities are operated by the Highline School District and Federal Way Public Schools, Highline College, Central Washington University and Heritage College. Several private schools are also located within the City.

1. Highline and Federal Way School Districts provide K-12 educational programs to all students who live in the respective service areas.
2. Highline School District has four elementary schools (Des Moines, Parkside, Midway, and North Hill), one middle school (Pacific), and one high school (Mount Rainer) located in Des Moines. The 2014-2018 Capital Facilities Plan identifies the District's prioritized projects, funding, and construction schedule for facility improvements. Three of the four elementary schools (Parkside, Midway, and North Hill) and Mount Rainier High School have been replaced over the past decade, resulting modern facilities equipped with technology required for today's education.
3. Federal Way Public Schools serve the southern part of Des Moines (south of South 252nd Street). Woodmont Elementary is the District's only school located in Des Moines. The District's *2015 Capital Facilities Plan*, 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.
4. Highline College (HC) provides post secondary education and degree programs. Founded in 1961 as the first community college in King County, HC 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. HC provides to branch campuses located in Burien and White Center.
5. Central Washington University (CWU) and Heritage University both operate branch campuses at HC. Each offer baccalaureate and master's degree programs at the Highline College campus.

Solid Waste Collection and Disposal: Recology CleanScapes provides for the collection and disposal of solid waste within the City. These services are regulated by the Cities of Des Moines and the Washington Utilities and Transportation Commission. Recyclables collection service of specified materials is available to households and businesses through solid waste haulers.

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

Telecommunication: Telecommunication services (wired and wireless) for the City are regulated by the Washington Utilities and Transportation Commission. Cable Television and internet service is provided by Comcast Cable Services, XFINITY, and CenturyLink. Cellular telephone services are provided by numerous companies including but not limited to: AT&T, Cingular, Nextel, CenturyLink, Sprint PCS, T-Mobile, Verizon Wireless, and Vonage.

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.

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.

South County Correctional Entity (SCORE) Jail: Pursuant to an interlocal agreement, the Cities of Auburn, Burien, Des Moines, Federal Way, Renton, SeaTac, and Tukwila jointly operate a consolidated misdemeanant correctional facility in the City of Des Moines. As part of this agreement, an autonomous public agency, SCORE was formed and represents almost 340,000 citizens in South King County. Located at 20817 17th Avenue South, the 137,000 square foot facility employs approximately 120 individuals and has capacity to house up to 820 inmates.

GOALS

Goal CF 1 *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 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.

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 participate in the development of, and rely upon, plans prepared by each agency undertaking facility and capital improvement planning.

CF 1.2.1 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.

CF 1.3 Ensure essential capital facilities/utilities (i.e., domestic water, fire protection, sanitary and storm sewer, transportation, etc.)are available at the time of development.

CF 1.3.1 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 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 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, including but not limited to, necessary support activities, connected-actions and projects, require a Conditional Use Permit and may include conditions that are necessary to mitigate specific adverse environmental impacts on the City of Des Moines identified in environmental documents prepared pursuant to SEPA.

CF 1.5 Des Moines should generally rely on the level-of-service standards/guidelines used by public facility and utility providers for determining adequacy and concurrency.

CF 1.5.1 Implement the following level-of-service standards, unless other LOS standards are adopted elsewhere:

1. Collection and Disposal of Solid and Hazardous Wastes: Require that collection service for garbage, recyclable materials, and yard waste be available to all properties within the City. Include level-of-service provisions in contract/franchise/license agreements. Cooperatively work with King County and related agencies for collection and disposal of hazardous wastes, and public education regarding hazardous wastes.

2. Electrical Service: Coordinate land use and facility planning to allow for siting and construction of distribution facilities that provide electrical power with minimal periods of service interruption. Carefully evaluate proposed high-voltage distribution facilities for adverse EMF impacts. Include level-of-service provisions in contract/franchise/license agreements.

3. Fire Protection: Coordinate land use planning, development review, and fire protection facility planning to ensure that: a) adequate fire protection and emergency medical service can be provided; and b) project designs minimize the potential for fire hazard.

4. Libraries: Continue to receive library services from the King County Library System as long as King County continues to provide a variety of library services from centrally located facilities with convenient hours of operation. Include level-of-service provisions in contract/annexation agreements. Patronage privileges for Des Moines residents are available at the Highline College Library.

5. Marina: Implement capital improvement projects identified in the Marina Master Plan to help the Marina maintain a competitive advantage in attracting moorage tenants and guests, support in-water activities and make the Marina more attractive and pedestrian friendly. Continue to serve as a boating facility while simultaneously promoting the Marina as a premier destination for those arriving by automobile, bicycle, or on foot.

6. Natural Gas: Promote the extension of distribution lines to unserved areas. Coordinate land use and facility planning to allow for siting and construction of natural gas distribution facilities that provide natural gas with minimal periods of service interruption. Include level-of-service provisions in contract/franchise/license agreements.

7. Parks and Recreation: Level of service standards for parks and recreation facilities are provided in the Parks, Recreation and Open Space Element.

8. Police Protection: Coordinate land use planning, development review and police protection facility planning to ensure that: a) adequate police protection can be provided; and b) project designs discourage criminal activity.

9. Postal Service: Encourage improvements to US Postal Services as necessary for residents and businesses.

10. Public Education: Coordinate land use planning, development review and school facility planning to ensure that: a) adequate school facilities will be available to accommodate anticipated increases in students; and b) project designs include safe pedestrian paths for school-age children.

11. Sanitary Sewer: Require that all new developments have sanitary sewer. Encourage or require the extension of sewer service to unserved developed areas. Priority for such extension should be given to areas where septic failures are common, or where the number or "density" of septic facilities exceeds the filtering capacity of the underlying soils. Allow new development to utilize septic drain fields as an interim sewer system only when all of the following conditions are present:

    (a) Underlying soils allow for proper percolation without undue adverse impact; and

    (b) Sanitary sewer is not within reasonable proximity of the development site; and

    (c) A binding "no protest" agreement is provided requiring contribution toward extension of, and connection with, the sanitary sewer system when it is available; and

    (d) The development site represents a small, isolated, vacant or under-developed parcel in an area of developed properties not served by sanitary sewer.

12. Stormwater Management: Require new development and redevelopment to install on-site stormwater detention and treatment as needed in a manner consistent with the City's National Pollution Discharge Elimination System (NPDES) 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 (wired and wireless) 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 and ensures that ethnic, minority and limited income populations are not disadvantaged.

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. Include level-of-service provisions in contract/franchise/license agreements.

CF 1.5.2 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 New or expanded facilities/utilities should be compatible with surrounding land uses; such facilities should minimally impact the natural or built environment.

CF 1.6.1 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 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 and joint trenches for several utilities.

CF 1.6.3 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 Require adequate screened space in multifamily and commercial developments for on-site recycling containers.

CF 1.6.5 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 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 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 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.

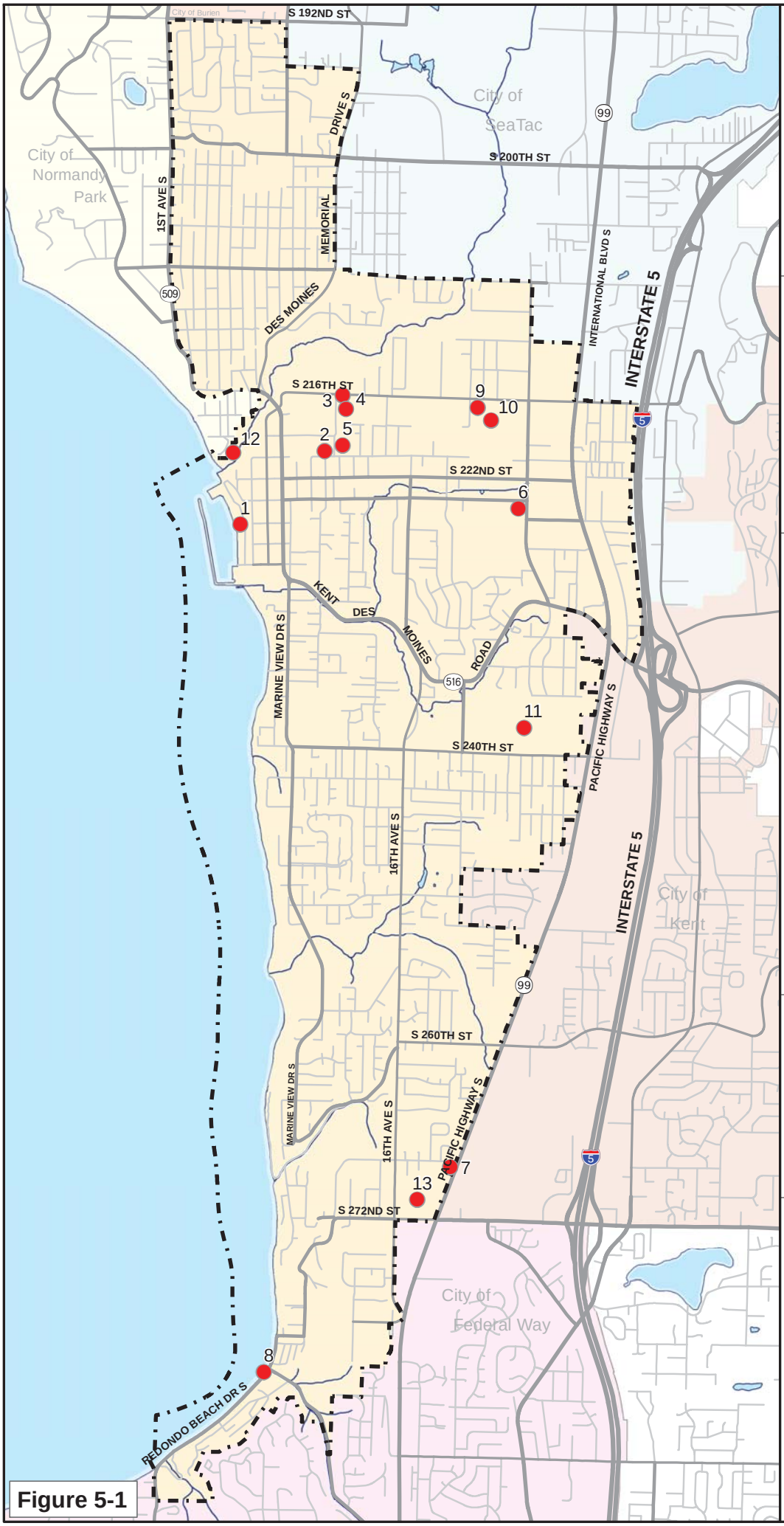

Figure 5-1

City of Des Moines
Washington

City of Des Moines

2015 Comprehensive Plan Update

Selected Public Facilities

Legend

- Public Facility
- Streams
- Des Moines City Limits

Jurisdictions

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

1 Marina
2 Field House Park
3 Des Moines Library
4 City Hall
5 Police Services Center
6 Public Works / Parks Maintenance
7 Woodmont Library
8 Redondo Park
9 Des Moines Post Office
10 Des Moines Activity Center
11 Highline College
12 Beach Park
13 PD South Precinct

Additional information is provide in plans for specifice services.

CITY OF DES MOINES COMPREHENSIVE PLAN MAP SERIES

This map series is intended for general planning purposes related to the Des Moines Comprehensive Plan. 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.

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Scale In Feet

N W E S

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Chapter 6: Parks, Recreation and Open Space Element

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. The City parks system contains 28 parks totaling 194.28 acres of park land and 3.85 miles of trails (2015). These are made up of conservancy and open space, mini-parks, neighborhood parks, community parks, special/waterfront parks, trails, pathways, streetscapes and ROWs, and Interlocal City/School District facilities.

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 also known as the PRO 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 & 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).

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

Background information for this element is found in the Parks, Recreation and Senior Services Master Plan (2016) 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, recreation, senior services, human services, health and wellness, cultural arts, historic preservation, tourism and aquatics. Refer to Sections 1 through 3 of the Master Plan for this information.

Goals

To ensure the Parks, Recreation and Senior Services Vision is achieved, the City has the following goals:

Goal PR 1 *Provide adequate and accessible park, waterfront and recreation facilities that are responsive and inclusive to the diverse interests and needs of people of all ages, income levels, cultural or educational backgrounds, or physical abilities. Such recreational facilities should satisfy outdoor*

Amended: October 27, 2016 by Ord. No. 1664; November 15, 2018 by Ord. No. 1712; November 14, 2019 by Ordinance No. 1731

and indoor, active and passive recreational needs and be appropriately distributed throughout the community.

Goal PR 2 *Provide for the orderly and comprehensive planning of park lands, recreation and cultural 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.*

Goal PR 3 *Identify and protect open space, park, waterfront and recreation areas and structures of local significance (cultural, historical, environmental, natural, wildlife, waterfront, tidal, special use or other).*

Goal PR 4 *Provide as required by State law, improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. Pedestrian and Bicycle facilities will be in concurrence with CTP TR 5. Design elements should consider public art and/or historical references.*

Goal PR 5 *Combine new park facilities with adjacent waterfront, recreational, open space, public art and historically significant locations, municipal facilities, pedestrian/bicycle transportation systems, school and humans services and other appropriate areas or construction projects 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.*

Goal PR 6 *Maintain existing park, waterfront and recreation facilities in a sustainable, safe and accessible manner in perpetuity. Encourage the State of Washington to maintain and preserve in a sustainable manner its park land located within Des Moines in perpetuity.*

Goal PR 7 *Develop and maintain a broad range of sustainable community-wide recreation, senior, inclusive, wellness and cultural programs, events and services. Actively working to provide adequate recreation programs and services for underserved populations.*

Goal PR 8 *Support economic development through an aesthetically pleasing environment and sense of place by providing: city gateways, wayfinding, public art and signage to include directional road signs to recreational, historical and waterfront facilities; well-maintained streetscapes; adequate parking at recreational facilities; and improving and maintaining recreational, historical and waterfront facilities.*

Goal PR 9 *Establish human services policies which make it possible for residents to live with dignity and purpose and prevent homelessness.*

Goal PR 10 *Establish arts and culture policies which celebrate cultural enrichment, diversity, and accessibility and the visibility of the arts.*

Goal PR 11 *Promote and enhance Citywide standards for healthy eating and active living.*

Goal PR 12 *Pursue funding for Parks and Facilities improvements from all potential sources.*

Goal PR 13 *Utilize a ratio of 6.5 acres per 1,000 population and specific standards for the development of mini, neighborhood, community, waterfront, sports fields/complexes, trails and pathways, conservancy and open space areas as a general guide in the acquisition and development of park and facility resources.*

POLICIES AND IMPLEMENTATION STRATEGIES

Parks and Land Use

PR 1.1 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.

PR 1.1.1 Work with other entities and public agencies (Highline and Federal Way School Districts, Highline 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.

PR 1.1.2 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.

PR 1.1.3 Identify lands that enhance the appearance and character of the City. Such lands may serve as community or neighborhood connectors, create gateway features into Des Moines, enhance the park system, preserve local history or link existing natural or built amenities.

PR 1.1.4 Preserve significant critical areas as passive open space. The City may construct improvements that enhance the public's awareness of, and appreciation for, natural areas.

PR 1.1.5 Ensure that the quantity and quality of park land increases and is located proportionately with population growth, and that new acquisition reflects the community's recreational, health and cultural needs. Des Moines should use a variety of means to provide recreational opportunities.

PR 1.1.6 Coordinate and maintain procedures for conservation of open space through mechanisms such as zoning, land donation, purchase of easements, conservation easements with coordinated planning, taxing and management actions.

PR 1.1.7 Ensure that proposed land-use and transportation facilities that would subject locally significant parks, trails and conservation resources, historic buildings or districts, recreation and sports facilities to exterior noise exposure levels which exceed limits identified in the DMMC are opposed or include mitigation measures commensurate with the magnitude of adverse impact anticipated.

PR 1.1.8 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 to increase City park land.

PR 1.1.9 Make maximum use of lands associated with surface water management and other public utilities to meet recreation and conservation needs.

PR 1.1.10 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.

Park and Facility Improvement

PR 2.1 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.

PR 2.1.1 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.

PR 2.1.2 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.

PR 2.1.3 Consider community recreational needs 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.

PR 2.1.4 Provide barrier-free access by modifying existing facilities when designing and/or constructing.

PR 2.1.5 Whenever possible and appropriate provide basic amenities at recreation and open space facilities including restrooms, lighting, seating, public art, drinking fountains, trash and recycling receptacles, bicycle racks, shelters, signage and parking.

PR 2.1.6 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 to Redondo Beach are a priority for the park system.

PR 2.1.7 Actively seek joint- development and programming opportunities with intergovernmental and private partners and the application of reasonable standards and conditions for such use.

PR 2.1.8 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.

PR 2.1.9 Establish sustainable park and facility design and construction and historic preservation practices that result in facilities that are high-performing, good for the environment, healthy, and culturally enriching for our park visitors and building occupants.

PR 2.1.10 Protect existing and planned park, waterfront and recreation resources from adverse impacts associated with incompatible land uses and/or transportation activities. Adverse impacts may include traffic congestion, inadequate parking, surface water runoff, vibration, air, water and noise pollution.

Open Space, Cultural and Locally Significant and Historic Resources

PR 3.1 Conserve open space, natural and cultural resources.

PR 3.1.1 Coordinate and maintain procedures for conservation of open space through mechanisms such as zoning, land donation, purchase of easements, conservation easements with coordinated planning, taxing and management actions.

PR 3.1.2 Ensure that proposed land-use and transportation facilities that would subject locally significant parks, trails and conservation resources, historic buildings or districts, recreation and sports facilities to exterior noise exposure levels which exceed limits identified in the DMMC are opposed or include mitigation measures commensurate with the magnitude of adverse impact anticipated.

PR 3.1.3 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 to increase City park land.

PR 3.1.4 Make maximum use of lands associated with surface water management and other public utilities to meet recreation and conservation needs.

PR 3.1.5 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.

PR 3.2 Designate park and recreation areas that exhibit one or more of the following characteristics to be of local significance:

PR 3.2.1 The park or recreation area contains significant recreation or cultural opportunities or facilities, such as waterfront access, view corridors, historic district, amphitheaters, museums, public art, community centers, sports complexes, regional trails, marinas, etc.

PR 3.2.2 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).

PR 3.2.3 Because of its location, age, or scale, it is an easily identifiable visual feature and contributes to the distinctive quality or identity of the City.

PR 3.2.4 The park or recreation area contains unusual or special botanical or wildlife resources.

PR 3.2.5 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 the City.

PR 3.2.6 It is associated with a historic event or structure, significant aspect of cultural heritage of the community, or person with a significant effect upon the community, city, state, or nation.

PR 3.3 Provide appropriate and responsive Historic Preservation of City owned historic or archeological property through specific planning:

PR 3.3.1 The Historic Preservation Commission will represent the interest of the City in matters of historic and archeological preservation and keep the City Council informed on all such related matters.

PR 3.3.2 A building, site, zone, structure, or object may be designated a City historic or archeological property of local significance if:

1. It is listed or eligible for listing in the King County, State or National Register of Historic Places, or is designated or eligible for designation as a Des Moines ; or
2. It meets any of the following criteria established by City Code:
   (a) It is associated with events that have made a significant contribution to the broad patterns of national, state, or local history;

(b) It is associated with the life of a person that is important in the history of the community, City, state, or nation or who is recognized by local citizens for substantial contribution to the neighborhood or community;

(c) It embodies the distinctive characteristics of a type, period, style, or method of construction;

(d) It is an outstanding or significant work of an architect, builder, designer, or developer who has made a substantial contribution to the art; and

(e) It has yielded, or may be likely to yield, information important in prehistory or history.

PR 13.3.3 Because of its location, age or scale, it is an easily identifiable visual feature of a neighborhood, community, or the City and contributes to the distinctive quality or identity of such neighborhood, community or the City, or because of its association with significant historical events or historic themes, association with important or prominent persons in the community or the City, or recognition by local citizens for substantial contribution to the neighborhood or the City.

Pedestrian and Bicycle Trails

PR 4.1 Encourage the planning, development and full utilization of trails as recreation facilities.

PR 4.1.1 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 to adjoining communities and urban areas leading to rural or natural areas.

PR 4.1.2 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.

PR 4.1.3 Key pedestrian and bicycle routes should be those identified by the Des Moines Comprehensive Transportation Plan- Chapter 5 Pedestrians and Bicyclists (2009).

Joint Use of Facilities

PR 5.1 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.

PR 5.1.1 Where appropriate, establish joint-use recreational facilities while ensuring recreation services to the entire community. Utilize school sites and public buildings for recreation, cultural and service programs through establishing joint purchase and/or use agreements.

PR 5.1.2 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.

PR 5.1.3 Encourage use of local park and recreation facilities for a wider range of community services delivery (i.e., health information, consumer protection, nutrition, art and cultural activities, seniors, child care, bookmobiles, playmobiles, etc.).

Park Operations and Maintenance

PR 6.1 Develop and maintain a maintenance management program using best management practices that identify preventative maintenance, remedial maintenance and deferred maintenance programs for park land and facilities.

PR 6.1.1 Establish maintenance service programs that protect public property; preserve its value; ensure its intended use, life expectancy, safety, cleanliness, security and appearance; and promote community pride.

PR 6.1.2 Establish maintenance service programs that encourage sustainability to: protect natural resources, reduce waste and maximize recycle resources, minimize dependence on water and fertilizers, and include integrated pest management.

PR 6.1.3 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, open space, historic districts, public art and recreational resources as public assets.

Recreation, Senior, Inclusive, Wellness and Cultural Programs and Services

PR 7.1 Provide cultural and recreation programs, wellness and social services that are responsive, inclusive and aligned to community demographics. 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.

PR 7.1.1 Promote or sponsor inclusive community events, family programs and other social activities that serve special populations of the community.

PR 7.1.2 Develop and participate in joint cultural, recreation and wellness programs and social services interdepartmentally and inter jurisdictionally with school districts, pool Metropolitan Park District, law enforcement, arts and heritage agencies, human services agencies, tourism agencies, and other community groups and associations, as well as surrounding communities or neighborhoods within the local or sub-regional area.

PR 7.1.3 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 support, develop, and maintain new and existing community programs and services.

PR 7.2 Provide appropriate and responsive recreation services through specific planning:

PR 7.2.1 Coordinate Parks, Recreation and Senior Service department planning with other service providers including human services, health and wellness, cultural, arts and heritage organizations schools, and law enforcement; coordinate park and facility planning with land-use planning in the City and surrounding communities or neighborhoods.

PR 7.2.2 Provide for inclusive recreation opportunities to meet the needs of special populations including those who are economically disadvantaged, physically challenged and developmentally disabled in park facility planning, design and program services.

PR 7.2.3 Participate in federal, state, and county grants programs to ensure that the City is taking full advantage of all appropriate local and non-local sources of financial assistance.

PR 7.2.4 Conduct a demographics analysis and citizen participation and recreation preference surveys every 3 - 6 years to determine and/or adjust recreation needs data.

PR 7.2.5 Encourage ongoing community input into the development and management of park facilities, programs and services through citizens committees working alongside the Parks, Recreation & Senior Services Department.

PR 7.2.6 Promote environmental education through interpretive signage, beach and critical area naturalist programs and environmental improvement volunteerism programs sponsored by the City and other educational institutions and non-profit organizations.

PR 7.2.7 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.

Economic Development and Tourism

PR 8.1 Enhance the economic health of Des Moines neighborhoods through parks, recreation and senior services facilities, and program planning and implementation:

PR 8.1.1 Identify and increase opportunities for public access to the public shoreline of Puget Sound and the number and variety of recreational and cultural opportunities provided at waterfront parks and the Marina.

PR 8.1.2 Identify and utilize growth management related public services fees, Lodging 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.

PR 8.1.3 Identify and utilize alternative funding programs administered by Tourism Program Areas, local, state and federal agencies or other public or private sources which are in the form of grants, loans or other funding mechanism.

PR 8.1.4 Make pedestrian-friendly improvements to rights-of-way with enhanced public spaces, landscaping, way finding directional and historical signs, public art and pedestrian and bicycle pathways in a manner that encourages pedestrian interaction between neighborhoods, recreation facilities, schools, business areas, waterfront parks, Marina and transportation links.

PR 8.2 Identify appropriate and responsive use of city lodging tax for tourism purposes through specific planning:

PR 8.2.1 The Lodging Tax Advisory Committee will review and comment to City Council on any proposal for the imposition by the City of a Lodging Tax or any proposal for the increase in the rate of, repeal of, an exemption from, or change in the use of revenue received from Lodging.

PR 8.2.2 The comments shall include an analysis of the extent to which the proposal will accommodate activities for tourists or increase tourism, and the extent to which the proposal will affect the long-term stability of the fund created under RCW 67.28.1815.

PR 8.2.3 Failure of the Advisory Committee to submit comments before final action on or passage of the proposal shall not prevent the city from acting on the proposal. The City is not required to submit an amended proposal to an advisory committee under this section. [Ord. 1319 § 3, 2003.]

PR 8.2.4 Identify and utilize alternative funding programs administered by Tourism Program Areas, local, state and federal agencies or other public or private sources which are in the form of grants, loans or other funding mechanism.

Human Services

PR 9.1 Provide appropriate and responsive Human Services through Specific Planning:

PR 9.1.1 Human Services Advisory Committee will represent the interest of the City in matters of Human Services and keep the City Council informed on all such related matters.

PR 9.1.2 Evaluate each human services grant application using a standard rating tool.

PR 9.1.3 Allocate Human Services grants funding based on established city priorities:

1. Priority One: Those services which help meet basic and emergency needs (food, safety, shelter, medical, dental, mental health care, and clothing)
2. Priority Two: Programs which are preventative in nature and promote healthy, violence free families and self-dependence.
3. Priority Three: Programs which seek to maintain and enhance the quality of life in persons whose basic needs are already met.

PR 9.1.4 Recommend to the City Council a level of funding for each accepted grant application.

PR 9.1.5 Ensure accountability of, funded agencies with established service goals, required quarterly reports and monitoring by the Committee.

Arts and Culture

PR 10.1 Provide appropriate and responsive cultural arts through specific planning:

PR 10.1.1 The Arts Commission will represent the interest of the City in matters of the arts as the spokes group for the arts in the City and keep the City Council informed on all such related matters.

PR 10.1.2 Valuate, prioritize, and make recommendations on funding for cultural arts needs within the City.

PR 10.1.3 Review and recommend works of art for the City. Local artists will be encouraged and given equal consideration for these projects.

PR 10.1.4 Inform, assist, sponsor or coordinate with arts organizations, artists, or groups interested in cultural opportunities for our diverse community.

PR 10.1.5 Encourage arts programs that celebrate cultural enrichment and the diversity of Des Moines.

PR 10.1.6 Support accessibility and visibility of the arts.

PR 10.1.7 Collaborate with schools, local, regional, state and national arts organizations.

PR 10.1.8 Obtain private, local, regional, state or federal funds to sustain the arts within the Des Moines community.

PR 10.1.9 Cultivate interested citizens passionate about the arts for Arts Commission leadership and volunteerism.

Healthy Community

PR 11.1 Champion the Healthy Des Moines Movement through 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:

PR 11.1.1 Provide fresh food and unsweetened beverage options in City-sponsored meetings and promote healthy eating and nutritional education in City recreational programs to promote lifelong healthy eating habits.

PR 11.1.2 Provide K-fit and established active recreation standards and lifelong fitness education in City-sponsored youth recreational programs to promote active living habits.

PR 11.1.3 Identify City park lands as possible locations for community gardens, fruit and/or vegetable stands, farmers markets, and Community Supported Agricultural (CSA) distribution sites to improve access to fresh food.

Community gardens located in City park land should be considered a non-commercial land use and subject to park land use guidelines.

PR 11.1.4 Support joint-use agreements for the use of publicly-owned property and joint- program agreements with public and private agencies to increase opportunities for lifelong active living and healthy eating programming and education.

PR 11.1.5 Support funding of human services agencies which promote healthy communities including nutritional, mental, physical and social health services.

PR 11.1.6 Provide volunteer opportunities that support building healthy communities.

Funding

PR 12.1 Establish 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. Public park, waterfront and recreational facility improvements located at the development site should be encouraged.

Park and Facility Standards

PR 13.1 Establish parks, recreation and senior services standards to identify facility requirements and characteristics that respond to the various recreational needs of the City of Des Moines.

PR 13.1.1 Several factors are considered in connection with the classification and planning decisions. These are:

1. Determination of specific need in neighborhood or community setting.
2. Relationship of need, design criteria, service capability and suitability of a specific site to support the defined recreation service need.
3. The probability of school/park relations in terms of site development and facility use for public recreation purposes.
4. The probability of creating public/private partnerships on special use parks or in combination with a traditional public park.
5. Operational, maintenance and program service requirements for the population to be served by a particular park unit.

PR 13.2 Classification of parks establishes several essential elements for park land requirements based on population ratios and the types of recreational uses and services to be provided. The physical improvements of a park should respond to the preferences or needs of the citizens of Des Moines:

PR 13.2.1 Mini-Park

1. Use/Description: Serves a basic neighborhood and community need for children and families (play equipment, picnic area, sports courts and downtown plazas or City entrances). Mini-Park features such as play equipment are typically in neighborhood parks, community parks or in conjunction with joint school/park facilities.

2. Planning Area: Up to 1/4 mile radius.
3. Size: Approximately 1 acre.
4. Desirable Quantity: Need varies per 1,000 population and .25-mile radius dispersion.
5. Desirable Characteristics: The Park should be in close proximity to high-density residential areas and/or centers of employment. Mini-Parks should be designed for intensive use and should be easily accessible and visible from the surrounding area.
6. Examples: Big Catch Plaza, Cecil Powell Park, Overlook Park I and II, and Westwood Park.

PR 13.2.2 Neighborhood Park

1. Use/Description: Serves the immediately surrounding residential population or employment base. Neighborhood parks often include areas for active recreational activities, such as ballfields and sports courts, as well as passive recreation areas such as picnic areas. This type of recreational resource is the most important and traditional role of the Department in its development of the park system.
2. Neighborhood parks include adequate on-site parking to serve park uses.
3. Planning Area: Up to 1/2 mile drive or walk zone of established housing.
4. Size: Up to 10 acres.
5. Desirable Quantity: Approximately 2.5 acres per 1,000 population and .5 mile radius dispersion throughout Planning Area.
6. Desirable Characteristics: The Park should be in close proximity to dwellings and/or centers of employment. Neighborhood parks should be designed for intensive use and should be easily accessible and visible from the surrounding area. May be developed as a school-park facility.
7. Examples: Dr. Shirley Gordon Park, Midway Park and Wooton Park.

PR 13.2.3 Community Park/ Sports Complex

1. Use/Description: All uses and facilities are designed to serve the surrounding community. Parks provide for organized or league sports complexes, individual sports, community centers, pools, cultural amphitheaters and large passive areas and are an important recreation resource for urban communities. Parks are generally 15 or more acres in size and accessible to larger community populations and contain special amenities that may attract visitors from throughout the Planning Area. Community parks include on-site parking since visitors may travel by automobile to utilize the park's facilities.
2. Planning Area: 3-5 mile radius.
3. Size: 15 or more acres.
4. Desirable Quantity: Approximately 3.5 acres per 1,000 population and Sports Complex 4-6 acres per 1,000 population.

5. Desirable Characteristics: The Park should be easily accessible from the surrounding neighborhoods while also minimizing automobile traffic volumes on nearby residential streets.

6. Example: Des Moines Field House Park and Steven J. Underwood Memorial Park.

PR 13.2.4 Regional Park

1. Use/Description: Areas of natural or ornamental quality used for outdoor recreation, such as picnicking, boating, swimming, camping, and trails. Large portions of regional parks may be reserved for conservation and natural resource management.

2. Planning Area: Up to 1 hour driving time.

3. Size: Approximately 90 acres.

4. Desirable Quantity: 1 or more regional parks within the Planning Area.

5. Desirable Characteristics: Contiguous to or encompassing natural resources.

6. Example: Saltwater State Park.

PR 13.2.5 Special-Use Park/ Waterfront Centers

1. Use/Description: The Special-Use Park provides revenue generation to support recreational activities while providing recreation opportunities to local and area populations. The City's role in special-use parks could be as the "landlord" or as the "partner" or a combination of both. It may provide opportunities for extended recreation activities such as marinas, waterfront or marine centers, event or entertainment centers, water parks or aquatics centers, fitness centers, sports stadiums, golf courses, or other specialized revenue producing commercial recreation activities.

2. Planning Area: No applicable standard.

3. Size: The size and character of special-use parks is a function of market and business development, or economic development principles and is used to establish public/private partnerships and/or privatization of public resources.

4. Desirable Quantity: No applicable standard.

5. Desirable Characteristics: The Park should be compatible with surrounding land uses. Linear parks should connect other features in the recreation system.

6. Example: Des Moines Beach Park, Des Moines Marina and Redondo Park.

PR 13.2.6 Conservancy Park

1. Use/Description: Natural and undeveloped lands along creeks, steep slopes and ravines, and ROWs and easements provide open space, greenways, buffers, wetlands and viewpoints within the City jurisdiction. Protection and management of the natural/cultural environment and interpretive education with recreation use as a secondary objective.

2. Planning Area: No applicable standard.

3. Size: Sufficient to protect natural resource.

4. Desirable Quantity: Sufficient to protect natural resources.

5. Desirable Characteristics: Variable, depending on the resource being protected.

6. Example: Parkside Wetlands, Woodmont Park, Sonju Park and Des Moines Creek Park.

PR 13.2.7 Trails and Pathways, Streetscapes, Entryways and ROWs

1. Use/Description: Trail uses include bicycling, walking, hiking, jogging, roller skating and blading, and skateboarding for personal health and nature appreciation. Trails provide commuter linkages that join neighborhoods and cities, local and regional parks, open space areas and civic and business centers into a cohesive recreational and transportation system.

2. Planning Area: local and regional.

3. Size: 4ft. - 12 ft. width sufficient to provide safe conditions for user applications (on road, off-road, bike lane, sidewalk, asphalt, gravel or natural pathway.

4. Desirable Quantity: .5 Mi. per 1,000 population.

5. Desirable Characteristics: Variable, bicycle trails have a set of classifications (Class I, II, III and IV) which determine use and design considerations such as hard surfaces, widths, signage and lane configuration. Meets ADA standards – no more than 5% grade where possible.

6. Example: Des Moines Creek Trail, Barnes Creek Trail and Redondo Boardwalk.

PR 13.3 Des Moines parks are classified as specified in the Parks, Recreation and Senior Services Master Plan (Section 1, Table 1-1 Existing City owned Parks and Trails Facilities).

PR 13.3.1 Existing Mini-Parks

Mini-parks within Des Moines	**Size (acres)**
Big Catch Plaza	0.38
Cecil Powell Park	0.17
Kiddy Park	0.55
Overlook II	0.47
South Marina Park (included with Des Moines Marina acres)	0
South 239th Street Beach Access	0.08
Westwood Park	0.4
Total Mini-Parks	**2.05**

PR 13.3.2 Existing Neighborhood Parks

Neighborhood Parks within Des Moines	Size (acres)
Dr. Shirley Gordon Park	0.88
Havenwood Park	0.67
Mary Gay Park	1.78
Midway Park	1.58
Parkside Park	4.04
Water Tower Park*	1.0
Wooton Park	2.24
Total Neighborhood Parks	**12.19**

* Water Tower Park is leased from Highline Water District

PR 13.3.3 Existing Community Parks

Community Parks/Sports Complexes within Des Moines	Size (acres)
Des Moines Field House Park	5.2
Steven J. Underwood Memorial Park and Activity Center	21.6
Total Community Parks	**26.8**

*Zenith Park is leased from Highline School District

PR 13.3.4 Existing Regional Parks

Regional Parks within Des Moines	Size (acres)
Saltwater State Park*	88.0
Total Regional Parks	**88.0**

*Saltwater State Park is of waterfront resource of particular local significance to the residents of Des Moines and should be protected and preserved.

PR 13.3.5 Existing Special-Use Parks

Special- Use Parks within Des Moines	Size (acres)
Des Moines Beach Park and Tidelands	22.3
Marina, Fishing Pier and Tidelands	15.9
Redondo Park, Beach and Tidelands	3.94
Van Gasken Park	0.67
Total Special Parks	**42.81**

PR 13.3.6 Existing Conservancy Parks/Open Space

Conservancy Parks within Des Moines	Size (acres)
Barnes Creek Open Space and Trail	4.7
Bayview Wetlands	.74
Bluffs at Redondo	.27
Cameron's Crossing Open Space	7.35
Cedarbrook Wetlands	3.87
City Park	3.44
Des Moines Creek Park and Trail*	45.05
Des Moines Trace Open Space	.53
Graceview Wetlands/Open Space	4.24
Havenwood Park Wetlands and Trail	2.97
Landmarque Open Space	1.12
Massey Creek Plaza	.81
Mediterranean Heights Open Space	.27
Parkdale Open Space	.4
Parkside Wetlands	10.94
Sola Wetlands	3.77
Sonju Park	9.54
Sunset Gardens Open Space	.17
Wetland Tract	.27
Woodmont Park	9.98
Total Conservancy Parks	**110.43**

*Portions of Des Moines Creek Park & Trail north of South 208th Street are within the City of SeaTac.

PR 13.3.7 Existing Trails, Pathways, Streetscapes and ROWs

Trails, Pathways, Streetscapes and ROWs within Des Moines	Size (acres)
Barnes Creek Trail	1.1 Mi.
Des Moines Creek Trail*	2.5 Mi.
Des Moines Memorial Park (ROW)	.14 Ac.
Overlook I (ROW)	.08 Ac.
Redondo Boardwalk	.5 Mi.
Redondo Hillclimb (ROW)	.07Ac.
Redondo Trail	.25 Mi.
South 251st Entrance (ROW)	.07 Ac.
Total Trails, Pathways, Streetscapes and ROWs	**NA**

*Portions of Des Moines Creek Trail north of South 208th Street are within the City of SeaTac.

PR 13.3.8 Existing Interlocal City/School District Park Facilities

Interlocal School/Park Facilities within Des Moines	Size (acres)
Mount Rainier High School Track	1 Ac.
Midway Elementary Ballfield	1.5 Ac.
Olympic School Ballfield, Soccer Field and Track	3 Ac.
Woodmont Elementary Soccer Field	1.5 Ac.
Total Interlocal School/Park Facilities	**7**

Interlocal City/School District Park Facilities have City, King County and/or State funding and agreements that specify required community use.

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 Puget Sound Regional Council's (PSRCs) VISION 2040 contains multi-county planning policies that provide a policy framework and numeric guidance for local growth management planning and target setting. One of the overarching goals 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.

The King County Countywide Planning Policies (CPPs) 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.

In conjunction with the 2011 King County Countywide Planning Policies on housing, each jurisdiction within the County was assigned a set of targets for future accommodation of affordable housing. The targets are assigned in accordance with the regional geographies established per PSRC's Regional Growth Strategy and represent a proportion of the City's overall housing growth target (see Exhibit 7-1). These targets are intended for planning purposes and as broad quantitative guidance to the County and cities in:

1. Establishing a mix of future land use and zoning designations sufficient to accommodate housing affordable to low- and moderate-income households, and

Accessory Dwelling Unit

Cottage Housing

Townhomes

Mixed Use

Senior Housing

2. Implementing a range of regulations and programs designed to achieve the targets over the planning period.

The affordable housing targets shown in Exhibit 7-1 assume a 2035 planning horizon versus year 2031 established in the CPPs. This is not expected to result in significant differences in housing supply or demand given Des Moines has experienced minimal growth over the past 10 years.

Exhibit 7-1: City of Des Moines Affordable Housing Targets 2015-2035

Moderate Income Housing Growth Target	***Low Income Housing Growth Target***
16% (557units)	24% (835 units)

Source: Table H-2: King County Jurisdiction Affordable Housing Targets 2006-2031

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. The U.S. Census 2009-2013 American Community Survey data indicate that 15.2 percent of Des Moines' population lives at or below the poverty level (very-low income). The per capita income was reported at $27,056 while the median household income was $59,799. In 2013, the U.S. Census defined the poverty level as households earning 30 percent or less of the median income which was $23,707 for a family of four.

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. The Housing Inventory and Needs Assessment (Appendix C) documents the City's housing supply and provides an assessment of housing affordability by "Area Median Income (AMI)" and demonstrates that the City has existing housing stock that meets the vast majority of housing that is affordable to low- and moderate-income families in Des Moines.

Though nearly all of the City's supply of housing is priced below the top of the moderate (middle) income rental range (81-100% AMI), there is a deficiency in rental and ownership housing that is affordable to very-low income households. In addition, 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 higher percentage of income paid toward housing, the more vulnerable a household is to actually losing their housing if someone in the household loses a job, suffers a medical emergency, or incurs some other major expense. As a result, these households may become homeless, displaced or reside in overcrowded or substandard housing.

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.

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 special-needs, particularly those with challenges related to age, health or disability.*

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

Goal HOU 4 *Encourage the development of an appropriate mix of housing choices through innovative land use and well-crafted regulations.*

POLICIES AND IMPLEMENTATION STRATEGIES

Housing Supply

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.

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.

Mixed Income Housing

HOU 1.2 Continue to assist regional, multi-jurisdictional efforts to address the region's need for low and moderate income housing, and special-needs housing.

HOU 1.2.1 Work cooperatively with other King County cities/agencies to address regional housing issues.

HOU 1.2.2 Encourage affordable housing availability in all neighborhoods throughout the city, particularly in proximity to transit, employment, and/or educational opportunities.

HOU 1.2.3 Consider mandating an affordability component in light rail station areas or other transit-oriented communities.

HOU 1.2.4 Support programs and strategies aimed at providing housing that is affordable to all income groups, such as regional, state and federal housing programs, housing trust fund, inclusionary zoning, development incentives, fee waivers, fast-track processing or assistance to housing agencies.

HOU 1.2.5 Review all requirements related to construction of single family homes to identify where the cost of construction may be reduced, in an effort to make housing more affordable.

Housing Preservation

HOU 1.3 Promote the preservation, repair and maintenance of existing housing stock in Des Moines to retain the availability of healthy, safe, sanitary, and affordable units.

HOU 1.3.1 Coordinate with neighborhood-based groups and other organizations to promote preservation and rehabilitation of existing residential areas.

HOU 1.3.2 Publicize King County's Minor Home Repair Program available to low and moderate income residents of Des Moines.

Special Needs Housing

HOU 2.1 Assist the private sector, non-profit agencies, and public entities in the planning and development of special-needs housing within and near Des Moines.

HOU 2.1.1 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 2.1.2 As required by state law, remove regulatory barriers to the siting of group homes, foster care facilities, and facilities for other special populations. Strive for equitable distribution of special-needs housing within the City of Des Moines and among neighboring jurisdictions.

HOU 2.2 Encourage equitable distribution of low-income and special-needs housing throughout King County.

HOU 2.2.1 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 2.2.2 Encourage the development of mixed-income projects and communities.

Land Use

HOU 3.1 Protect residential areas from adverse impacts associated with incompatible land uses or nearby transportation facilities/activities.

HOU 3.1.1 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 3.1.2 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 3.1.3 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).

HOU 4.1 Promote consistency with the Land Use Element's residential policies regarding density, population, housing mix, and siting criteria.

HOU 4.1.1 Implement the residential policies of the Land Use Element regarding dispersion of housing types, unit mix, and future population.

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

HOU 4.1.3 Consider regulations that would allow cottage housing in single family and multifamily zones when appropriate criteria can be met.

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

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.

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

HOU 4.2.1 Establish regulations and procedures that provide a high degree of certainty and predictability to applicants and the community at-large and 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, grants, and other sources to provide needed capital improvements, such as sidewalks, street lighting, and neighborhood parks in existing residential neighborhoods.

HOU 4.3.2 Continue to require on-site recreation areas within new single family subdivisions and multifamily developments.

HOU 4.4 Provide design guidelines that encourage flexibility in housing types while ensuring compatibility of housing with the surrounding neighborhood.

HOU 4.4.1 Encourage site and building designs that promote the safety and security of residents, and visitors and create effective transitions between substantially different land uses and densities.

HOU 4.4.2 Use design guidelines to ensure that new and infill developments have aesthetic appeal and minimize impacts on surrounding development.

HOU 4.4.3 Encourage accessible design that provides seniors the opportunity to remain in their own neighborhood as their housing needs change.

Chapter No 8: Economic Development Element

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 development 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

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, that includes 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 District, Redondo, and the Pacific Highway South corridor, 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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Chapter No 9: North Central Neighborhood Element

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/24th Avenue S. Connection*** in the City of SeaTac that will complete a new south access to Seattle-Tacoma International Airport (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 Sea-Tac Airport, the area between 16th Avenue S. and 24th Avenues S. is directly within the aircraft flight path and is particularly heavily impacted.

The area north of S. 216th Street was 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.

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.

(2) **North Subarea:** This Subarea is the largest in the North Central Neighborhood, containing approximately 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 bulk of the area contains Port-owned 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 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 and 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.

The North Central Neighborhood provides opportunities for developing park and recreation facilities to serve the public and future employees who work in the area.

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.

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 *Ensure 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.*

POLICIES AND IMPLEMENTATION STRATEGIES

Land Use

NCN 1.1 Allow business park-type land uses and recreational facilities within the North and South Subareas.

NCN 1.1.1 Require City Council approval of a master plan prior to any business park development within the North Subarea.

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.

NCN 1.1.3 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.

Transportation

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

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

NCN 2.1.2 When appropriate, ensure business park developments 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.

NCN 2.1.3 Ensure that traffic reports identify the potential impacts to the surrounding arterial street network and the appropriate mitigating measures.

NCN 2.1.4 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 Encourage employers in the North Central Neighborhood to sponsor, co-sponsor or provide shuttles to enhance connectivity with the Sound Transit Link Light Rail station at S. 200th Street and transit facilities on Pacific Highway S., as well as routes that would circulate through Des Moines to bring people to and from the Marina District. The City will advocate with King County Metro to provide such services.

NCN 2.1.6 Ensure that new development within the North Subarea 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 2.1.7 Design ingress and egress for each Subarea to minimize additional traffic on S. 216th Street, west of the North Central Neighborhood, and on 24th Avenue S., south of S. 216th Street. 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.

NCN 2.1.8 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 2.1.9 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 2.1.10 Ensure that new developments provide for convenient pedestrian access to exterior arterials, particularly those with transit routes.

NCN 2.1.11 Require that the planned street and development pattern include relocation and undergrounding 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 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 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 Ensure that new business park uses include the development of recreational facilities.

NCN 3.1.1 Acquire lands within Des Moines Creek Subarea, the West Subarea, and the South Subarea for development of future recreational facilities.

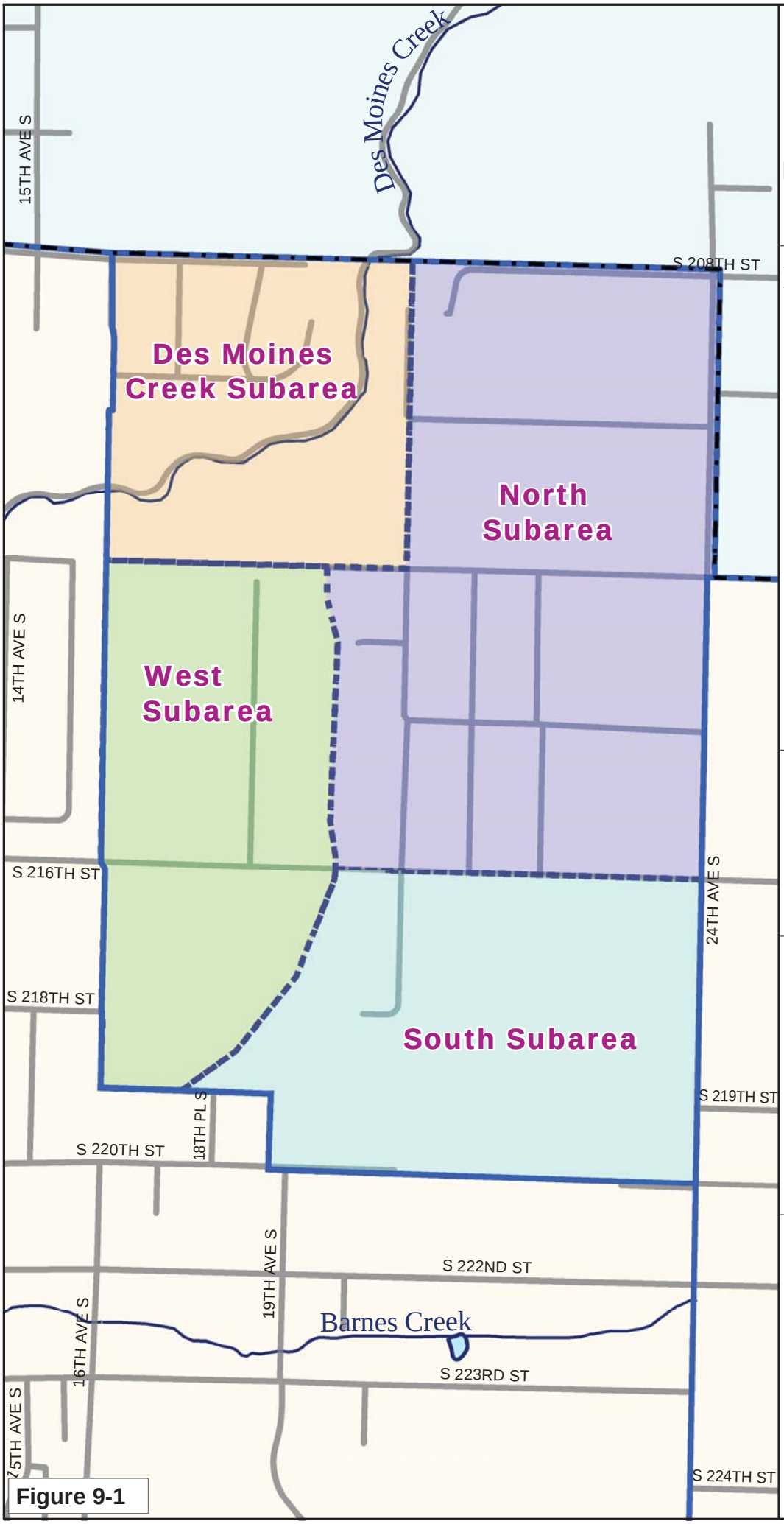


Figure 9-1

City of Des Moines
Washington

City of Des Moines

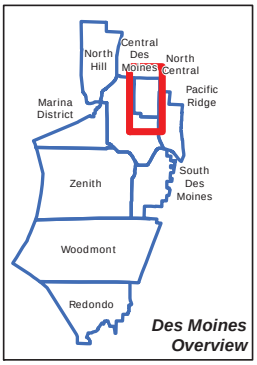
Comprehensive Plan

North Central Planning Area

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

CITY OF DES MOINES COMPREHENSIVE PLAN MAP SERIES

This map series is intended for general planning purposes related to the City of Des Moines Comprehensive Plan.



150 75 0 150 300 450
Scale In Feet

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W E
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Planning, Building & Public Works
21630 11th Ave S, Suite D
Des Moines, WA 98198-6398
PHONE: (206) 870-7576 * FAX: (206) 870-6544
WEB: http://www.desmoineswa.gov

File: 9-1 North Central.mxd
Map Generated: 6/3/2015
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Chapter No 10: Marina District Element

BACKGROUND AND CONTEXT

Image Source: http://georgecscottstudios.com

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.

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.

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 1-1). 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 currently have views of Puget Sound and the Olympic Mountains.

Image Source: http://bettercities.net

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.

The Preferred Land Use Map (Figure 2-1) shows the current uses planned for the Marina District neighborhood. Other policies within the adopted Land Use Element that relate to the Marina District include:

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

GOALS

Goal MD 1 *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 *Strengthen community sustainability, pedestrian accessibility, livability and downtown business vitality.*

POLICIES AND IMPLEMENTATION STRATEGIES

Land Use

MD 1.1 Encourage a variety of commercial and retail uses that will enliven the Marina District, including:

1. Specialty retail and restaurants;
2. Professional office;
3. Innovative design and mixed use development opportunities;
4. Diverse housing opportunities;

5. Pedestrian oriented design; and
6. Civic, community service, community gathering and recreational areas.

MD 1.1.1 Allow dwellings above street-level commercial uses as a permitted use when specific conditions can be satisfied.

MD 1.1.2 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.

MD 1.1.3 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 Zone has minimal impact upon nearby residences.

MD 1.1.4 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 1.2 Optimize Des Moines' prime waterfront location and City views through the enhancement of cultural opportunities and experiences.

MD 1.2.1 Provide for civic, community service, community gathering and recreational areas.

Design

MD 2.1 Encourage the development of gateway features and focal points that contribute to the identity of the Marina District of Des Moines.

MD 2.1.1 Investigate the possibility of creating specific subarea plans for the Marina District.

MD 2.2 Building height should not adversely impact the adjacent street environment or nearby land uses.

MD 2.2.1 Encourage new construction to incorporate design elements that provide view corridors, visual interest, and pedestrian scale.

MD 2.2.2 Require the terracing and modulation of upper floors of buildings.

MD 2.3 Encourage new development to include public benefit features such as water fountains, bicycle racks, public rest rooms, outdoor seating, art, etc.

MD 2.3.1 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).

Transportation

MD 2.4 Enhance the relationship between the commercial district and the shoreline through improved access to the Marina and Puget Sound.

MD 2.4.1 Attract people to and through the Marina District with attractive signing and wayfinding programs.

MD 2.5 Promote a pedestrian-friendly sidewalk environment throughout the Marina District. 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 2.5.1 Ensure that street trees are planted throughout Marina District.

MD 2.5.2 Encourage use of shared driveways in order to minimize the number of locations where the sidewalk is interrupted by vehicular traffic.

MD 2.6 Maintain 8th Avenue South as a local access street.

MD 2.6.1 Discourage commercial traffic from using 8th Avenue through project design and roadway improvements.

MD 2.7 Encourage use of alternative modes of transportation, including walking, bicycling, carpooling, and use of mass transit.

MD 2.7.1 Create an integrated transportation system that includes a comprehensive parking strategy, pedestrian and bicycle network, and streetscape improvements.

MD 2.7.2 Continue to allow uses and facilities that promote transit ridership, such as bus stop shelters, ticket offices, transit information kiosks, etc.

MD 2.7.3 Encourage employers in the Marina District to sponsor, co-sponsor or provide shuttles to enhance connectivity with the Sound Transit Link Light Rail station at S. 200th Street and transit facilities on Pacific Highway S., as well as routes that would circulate through Des Moines to bring people to and from the Marina District. The City will advocate with King County Metro to provide such services.

MD 2.8 Ensure that off-street parking regulations reflect anticipated future demand.

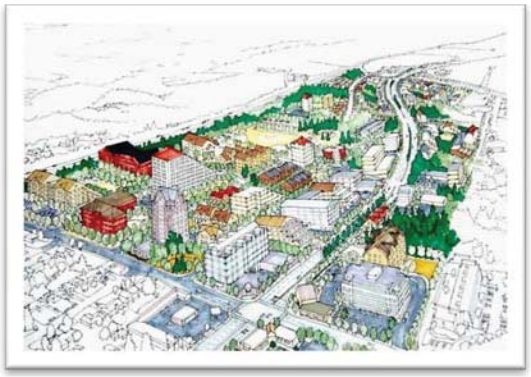
MD 2.8.1 Continue to allow shared and off-site parking when no adverse parking impacts will result.

MD 2.8.2 Ensure that off-site parking is available at the time new uses are authorized.

Chapter No 11: Pacific Ridge Element

BACKGROUND AND CONTEXT

The Pacific Ridge area is located along Pacific Highway South and between 24th Avenue South to the west, Interstate 5 to the east, South 212th Street to the north, and Kent-Des Moines Road to the south (see Figure 1-1). 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.



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.

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

Goal 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 Ensure new land uses are consistent with the Pacific Ridge Neighborhood Improvement Plan and Vision.

PR 1.1.1 For commercial properties south of South 216th Street, encourage retail and employment uses, but also allow multifamily development (with minor and incidental commercial uses) on properties that do not front upon Pacific Highway South. Do not allow residential uses north of South 216th Street.

PR 1.1.2 Allow a limited number of gasoline stations, automobile repair uses, and retail tire sales.

PR 1.1.3 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 1.2 Ensure that new construction does not result in undue adverse impacts to the natural and built environment and adjacent land use, and that infrastructure and municipal services are available to serve new land uses.

PR 1.2.1 Ensure new development includes mitigation measures to offset adverse impacts to the natural and built environment, adjacent land use, infrastructure and municipal services.

PR 1.2.2 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 1.3 Promote and maintain a range of housing choices that are affordable to all income levels, including those living at or below the Federally defined poverty level.

PR 1.3.1 Encourage affordable homeownership and rental housing, within the Pacific Ridge Neighborhood.

PR 1.3.2 Ensure that new development includes measures to mitigate displacement of affordable housing.

Economic Development

PR 1.4 Promote redevelopment of Pacific Ridge properties to enhance land value, expand view opportunities, and to accommodate household and job growth targets specified by the Countywide Planning Polices for King County.

PR 1.4.1 Ensure that development requirements, land use review procedures, and mitigation measures do not unnecessarily hinder redevelopment.

PR 1.4.2 Utilize innovative land use review techniques/procedures to minimize timeframes and uncertainty during permit review. Examples of such techniques/procedures include: streamlined environmental review; optional DNS; impact fees, etc.

PR 1.4.3 Encourage land assemblage to facilitate larger-scale development proposals, 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.

PR 1.5 Attract new or expanded businesses and commercial development to Pacific Ridge.

PR 1.5.1 Coordinate with other agencies/businesses/organizations to:

1) Attract new businesses in Pacific Ridge;

2) Promote development and redevelopment opportunities in Pacific Ridge; and

3) Encourage new construction that is consistent with this Element.

Transportation

PR 1.6 Ensure that public and private development continues the pedestrian-friendly environment envisioned by the Pacific Highway South Roadway Improvement Project.

PR 1.6.1 Ensure compliance with the state Barrier-Free Regulations.

PR 1.7 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 1.7.1 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 1.8 Coordinate with Sound Transit, the Cities of Kent, SeaTac and Federal Way, and Highline College on the extension of light rail through Des Moines.

PR 1.8.1 Support a light rail alignment on the west margin of the proposed State Route 509 and Interstate 5 as the light rail corridor through Pacific Ridge. Support a station east of Pacific Highway S (SR 99) in the vicinity of Highline College, and consider a light rail station in the vicinity of S 216th Street along the SR 509/I-5 alignment only.

PR 1.9 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 1.9.1 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).

PR 1.10 Ensure that off-street parking regulations reflect anticipated future demand.

PR 1.10.1 Require off-street guest parking for multifamily developments.

PR 1.10.2 Continue to allow shared and off-site parking when no adverse parking impacts will result.

PR 1.10.3 Ensure that off-site parking is available at the time new uses are authorized.

Design

PR 1.11 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 1.11.1 Ensure that street trees are planted throughout the Pacific Ridge.

PR 1.12 Require that new construction contain and exhibit high-quality design elements and building materials as outlined by the Pacific Ridge Design Guidelines.

PR 1.12.1 Enhance personal and property safety through development regulation, including use of crime prevention through environmental design (CPTED) guidelines or regulations.

PR 1.12.2 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 1.12.3 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 1.13 Expand recreational opportunities in or near Pacific Ridge.

PR 1.13.1 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 1.13.2 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

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. [1]

> *"Des Moines is making a HUGE difference in helping its youth stay healthy – by making where they live, learn and play places that make the healthy choice the easy choice."*
>
> James Krieger, MD, MPH
> Public Health – Seattle & King County

In 2010, the City of Des Moines received an 18-month Communities Putting Prevention to Work (CPPW) grant from the U.S. Centers for Disease Control and Prevention (CDC) and Public Health Seattle King County (PHSKC) to develop a new Healthy Eating and Active Living (HEAL) Initiative. The City partnered with the cities of Burien, SeaTac and Normandy Park, and the Highline School District, to form the Healthy Highline Communities Coalition (now Highline Community Coalition or HCC). The HCC coordinates healthy resources available in our communities to help our citizens take the necessary steps to become healthier by consuming more nutritious foods and engaging in more physical activity.

In 2013, the City of Des Moines received a follow-on Community Transformation Grant (CTG) from the CDC in partnership with Seattle Children's Hospital and PHSKC to develop and implement standards to improve physical activity in City-run programs. The City collaborated with Highline School District to develop new Physical Activity Standards; a NEW Des Moines K-FIT program for the City's Club KHAOS (Kids Having an Outrageous School Year) and Camp KHAOS (Kids Having an Outrageous Summer) programs. These programs are aligned with Highline School District's Enhanced Physical Education Program and with Washington State health and National fitness standards for physical activity curricula.

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 walking and biking.

Source: Scott Schaefer, Waterland Blog at http://waterlandblog.com/2015

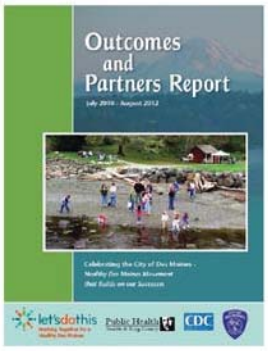
[1] Public Health – Seattle & King County website, Burien/Des Moines Health Planning Area data and maps available at: http://www.kingcounty.gov/healthservices/health/partnerships/cppw/kcprofile.aspx (last accessed 8/22/11)

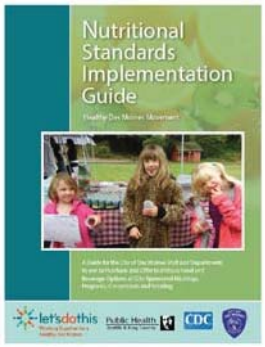
Assessment data show that Des Moines has an "unbalanced food environment" – that is, there are far more opportunities to buy junk food and fast food than "healthy food." From a public health perspective, this means that Des Moines residents have a higher exposure to unhealthy foods than to nutritious foods. [2] 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.

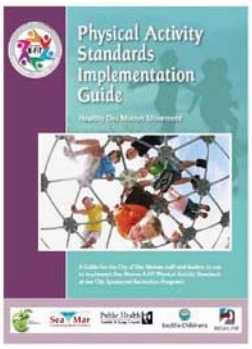
A current conditions assessment for Safe Routes to School near Des Moines' elementary schools (Midway, Des Moines, North Hill, Woodmont, and Parkside) shows that some improvements along the roadside, such as sidewalks or even widened shoulders are needed to make it easier and more comfortable for children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

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 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. Through the Healthy Des Moines Initiative, the City of Des Moines created the *Outcomes and Partners Report, Nutritional Standards Implementation Guide, Physical Activity Standards Implementation Guide* and the *K-FIT Program* as tools to ensure success and sustainability for healthy living in our community.







[2] Martin, Kara E., et al., *The Food Landscape in Des Moines, Washington*. September 2011.
[3] SvR Design Company and Alta Planning and Design, *Safe Routes to School Project Lists/Communities Putting Prevention to Work* August 2011.

GOALS

Goal HD 1 *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.*

Goal HD 2 *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 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 Adopt a Healthy Food Resolution and create a long-term action plan.
- HD 1.1.2 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 Provide healthy food and beverages in City-sponsored meetings and programs and at City facilities to promote balanced food choices.

- HD 1.2.1 Implement nutritional standards and healthy food procurement policies in City owned and operated facilities and across departments.

HD 1.3 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 1.3.1 Continue to implement Des Moines K-FIT Physical Activity Standards at City-sponsored recreation programs.
- HD 1.3.2 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.

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APPENDIX A

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 (inclduign 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/ac)
Plats Recorded							
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
Plats Total	**311.0**	**63.3**	**50.4**	**22.5**	**174.9**	**1,117**	**6.4**
Single-Family Permits Issued							
0 - 3 du/acre	Not Applicable				31.8	67	2.1
3 - 5 du/acre					14.4	59	4.1
5 - 7 du/acre					154.5	933	6.0
7 - 9 du/acre					5.7	57	9.9
> 9 du/acre					5.1	37	7.2
SF Pmts Total	**n/a**	**n/a**	**n/a**	**n/a**	**211.5**	**1,153**	**5.5**
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							
MF Pmts Total	**122.0**	**52.8**	**5.2**	**3.2**	**60.7**	**706**	**11.6**

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
= 2012 Adj. H.Units	**7,873**	**4,716**	**12,589**

* single family includes mobile homes

Growth Target Update, 2006 to 2012

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

2. RESIDENTIAL LAND SUPPLY AND CAPACITY

CITY OF DES MOINES

Residential Land Supply and Dwelling Unit Capacity (2012)

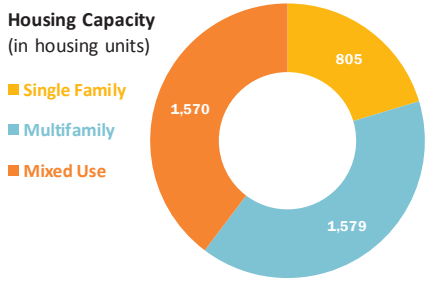
	Residential Capacity	Gross acres	Critical Areas	ROW & Public Purpose Discount	Market Factor	Net Available Acres	Assumed Density	Net Capacity
Neighborhoods	**Single Family**							
	Vacant Subtotal	209.2	87.1	36.6	10%	76.9	2.50 / 6.50	368
	Redev Subtotal	381.0	161.8	65.8	15%	130.4	2.50 / 6.50	437
	Total	590.1	248.8	24%		207.3		**805**
	Multifamily							
	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
	Total	68.3	7.1	5%		47.47		**1,579**
	Neighborhood Total	**658.4**	**256.0**			**254.8**		**2,876**
Mixed Use	**Multifamily in Mixed Use**							
	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
	Mixed Use Total	**80.7**	**4.4**	3%		**58.9**		**1,570**
City Total	**All Housing**							
	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
	Total	**739.1**	**260.4**	**116.1**		**313.7**		**4,446**

Note: data above include housing units in the pipeline.

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

Capacity (units)	
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
Total Capacity (units)	**4,446**
Remaining Housing Target (2012-2031)	**2,920**
Surplus/Deficit Capacity	**1,526**

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

CITY OF DES MOINES

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)
Vacant / Redev.							
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
Non-Res Land Total	**310.9**	**18.5**	**15**	**14.6**	**263.2**		**229.1**

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**
Neighborhoods						
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
Neighborhood Total						**10,356**
Mixed-Use / Urban Center						
Mixed Use Vacant	0.21	3.0 / 4.0		0.81	450	1,797
Mixed Use Redev'able	0.46	3.0 / 4.0	0.31	1.43	450	3,175
Mixed-Use Total	0.67	3.0 / 4.0	0.31	2.24	450	**4,972**
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
Jobs in Pipeline						0
City Total	**8.09**		0.44	**6.85**		**15,328**

Employment Update, 2006 to 2012

	Comm'l Jobs	Indust. Jobs*	Total Employment
2006 Base Year	5,120	597	**5,717**
2006-12 Change	-101	-58	-159
= 2012 Jobs	5,019	539	**5,558**
Adjustments			0
= 2012 Job Total	**5,019**	**539**	**5,558**

* industrial = manufacturing, construction, wholesale, transp.

Growth Target Update, 2006 to 2012

Jobs Growth Target (2006-2031)		**5,000**
Jobs Changes, 2006-2012:		
Plus Annexat'n Area Target	0	
Plus Job Loss, 2006-2012	159	
Net Adjustment to Target	**159**	
Net Adjustment to Target		159
Remaining Target (2012-2031)		**5,159**
2012 Job Capacity [from table to left]		**15,328**
Adjustment to capacity**		159
Final 2012 Job Capacity		**15,487**
Surplus/Deficit Capacity		**10,328**

**capacity created by job loss: empty cubicles can be refilled.

Appendix B: Transportation Capacity & Growth Assumptions – 2009 CTP

Prepared by: R. Brandon Carver, P.E. – Engineering Services Manager

Overview

This memo is intended to demonstrate that the City of Des Moines has identified capacity needs for roadway and transportation infrastructure based on the households and employment growth assumptions made with the 2009 Comprehensive Transportation Plan Update (CTP) and to validate the assumptions made in light of revised growth targets for 2035. The CTP used a future target year of 2030 while conservatively assuming a more than double in Employment growth and a 58 percent increase in housing growth. Using these numbers, the City's transportation network was analyzed for impacts and capacity needs to accommodate the planned growth.

Policy Framework

The Growth Management Act (RCW 36.70A.070 and WAC 365-195-325) requires that transportation planning be directly tied to the City's land use decisions and financial planning. This is traditionally accomplished through the adoption of the Transportation Element portion of the Comprehensive Plan. Des Moines fulfills this mandate by adopting the Comprehensive Transportation Plan as the Transportation Element of the City's Comprehensive Plan.

Key Information to Update

Inventory of Existing Facilities

The City is currently working on a minor update to the 2009 CTP which will include updates to the inventory of existing facilities based on completed projects since 2009. Updates to the services including but not limited to transit will be included as well. The major projects completed since 2009 are South 216th Street Segment 2 (20th Ave to 24th Ave), 24th Ave South (South 208th Street to South 216th Street), and scheduled completion of South 216th Street Segment 1a (24th Ave South to SR-99) in early 2017. These 3 projects accounted for significant additional capacity of the City's infrastructure, providing vehicle, transit, bike, and pedestrian facilities. These 3 projects are directly adjacent to the planned high growth areas in employment land use assumptions identified in the Comprehensive Plan and CTP.

Land Use Assumptions (Households and Employment)

The 2009 CTP made growth assumptions for total Households and Employment out to 2030. Those numbers were 17,192 and 11,236 respectively. The 2035 revised growth targets being shown in the Comprehensive Plan (3, 480 housing units and 5,800 jobs) show a slower growth trend, and in fact yield nearly the same numbers modeled for CTP assumptions for 2030. The 2035 projections for Households are 16,145 (1,047 less than 2030 target), and for Employment 11,360 (only 124 more than 2030 target). It is very reasonable to assume the project needs identified in the 2009 CTP are still adequate for the growth targets revised to 2035. Table 1 provides updates to the population and employment growth shown in Table 2-2 from the CTP.

Table 1. Population and Employment Growth 2006 to 2035

Year	Households	Employment
2006	10,856	4,820
2035	16,145	11,360
Increase	5,289	6,540
% Increase	+ 49%	+ 136%

Source: City of Des Moines, 2015

Financing Plan Assumptions

As a part of the minor update to the 2009 CTP, the City will update the Financing Plan described on page 8-9 of the current CTP and revise Table 8-3 so that the plan remains fiscally true to available funds and sources.

Transit Updates

As a part of the minor update to the 2009 CTP, the City will update the Transit data, specifically Figures 6-1 and 6-2. This will provide an opportunity to show the current BRT line (Rapid Ride A-line) which was implemented after the 2009 CTP was completed and the recent work with Sound Transit to identify a preferred alignment and station location for the Federal Way Link Extension through the City.

Appendix C: City of Des Moines Housing Inventory and Needs Assessment

PREPARED BY: DENISE LATHROP, AICP – COMMUNITY DEVELOPMENT MANAGER

OVERVIEW

This Housing Inventory and Needs Assessment is intended to demonstrate that the City of Des Moines has adequate land capacity to accommodate future housing needs, including but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes and foster care facilities pursuant to RCW 36.70A.070(2)(c). Data sources used to document the housing inventory and needs for the City of Des Moines for this analysis include: U.S. Census, Washington State Office of Financial Management population and housing units data, King County Countywide Planning Policies, 2014 King County Buildable Lands Report, Puget Sound Regional Council Comprehensive Housing Affordability Strategy (CHAS) data, and Communities County – Social and Health Indicators for King County, as referenced throughout this report.

Policy Framework

Growth Management Act

The Growth Management Act (RCW 36.70A) requires a housing inventory and needs analysis as part of the housing element of each jurisdiction's comprehensive plan. Development of effective housing policies and programs requires adequate information on current and future conditions, local and countywide housing needs, and available resources. Assessing local housing needs includes reviewing the needs of a full range of income groups, for both current and expected future residents.

King County Countywide Planning Policies

The Growth Management Planning Council (GMPC) sets household and employment growth targets for cities in King County in the Countywide Planning Policies (CPPs). The current targets established by the GMPC are for the period 2006-2031. For purposes of the 2015 Comprehensive Plan update, these targets have been extended to the 2035 planning horizon through extrapolation.

Des Moines needs to plan for an additional 3,480 housing units by 2035.

The CPPs state that "Adequate housing, for all economic segments of the population, is a basic need of King County's residents and an issue of Countywide concern. Affordable housing needs must be addressed by local governments working in cooperation with the private sector and nonprofit housing agencies." **CPP H-1** states that each jurisdiction's comprehensive plan should include an inventory and analysis of housing needs of all economic and demographic segments of the population, including individuals and families. At a minimum, the inventory should include relevant characteristics of housing supply and housing need, especially the needs of very-low, low- and moderate-income households, and special needs populations, and changing demographic needs of the community. In addition, the analysis should address existing housing needs as well as the jurisdiction's responsibility to accommodate a fair share of the projected future demand for affordable housing countywide over the planning period (**CPP H-2**).

Benchmarks for Affordable Housing

In conjunction with the 2011 King County Countywide Planning Policies on housing, each jurisdiction within the County was assigned a set of targets for future accommodation of affordable housing. The targets are assigned in accordance with the regional geographies established in the Puget Sound Regional Council Regional Growth Strategy and represent a proportion of the City's overall housing growth target (see Exhibit 1). These targets are intended for planning purposes and as broad quantitative guidance to the County and cities in:

1. Establishing a mix of future land use and zoning designations sufficient to accommodate housing affordable to low- and moderate-income households, and
2. Implementing a range of regulations and programs designed to achieve the targets over the planning period.

Des Moines falls within the "Larger Cities" geography. The affordable housing goals shown in Exhibit 1 assume a 2035 planning horizon versus year 2031 established in the CPPs. This is not expected to result in significant differences in housing supply or demand given Des Moines has experienced minimal growth over the past 10 years.

Exhibit 1: City of Des Moines Affordable Housing Targets 2015-2035

Moderate Income Housing Growth Target	*Low Income Housing Growth Target*
16% (557 units)	24% (835 units) (12% for 0-30% AMI plus 12% for 30-50% AMI)

Source: Table H-2: King County Jurisdiction Affordable Housing Targets 2006-2031

The 2012 King County Comprehensive Plan provides a detailed analysis of affordable housing by city and unincorporated King County. The following excerpt from Technical Appendix B provides context on how "affordable housing" is defined in conjunction with "Area Median Income" (AMI) as well as the methodology and assumptions use in the Affordable Housing Analysis.

> ***Affordable Housing*** *is housing affordable at 30 percent or less of a household's monthly income. This is a general term that may include housing affordable to a wide range of income levels. There are some differences in how this is calculated for rental housing and ownership housing. Affordable Rental Housing means a housing unit for which the monthly rent including basic utilities amount to 30 percent or less of a household's monthly income, and which matches or exceeds the size designated for the number of persons in the household.*
>
> *Affordable Ownership Housing means a housing unit for which the monthly mortgage payment (principal and interest) and other costs including property taxes and if applicable, homeowners dues or insurance, amount to no more than 30 percent of the household income, and which matches or exceeds the size designated for the number of persons in the household.*
>
> ***Area Median Income (AMI) or "Median income"*** *means annual household income for the Seattle-Bellevue, WA Metro Area as published on approximately an annual basis by the U.S. Department of Housing and Urban Development (HUD). The AMI includes adjustments in income level and affordable rent according to household size, and based on a presumed correspondence between household size and the size of the*

housing unit, and on the likelihood that larger households may have more than one wage-earner. "Area" means the Seattle-Bellevue HUD Metropolitan Fair Market Rent (FMR) Area (HMFA) which in 2011 included King and Snohomish Counties.

Median income is also reported by the annual American Community Survey. It is different than HUD's AMI. However, the HUD area median income (100 percent AMI) for a two-person household in 2010, at $68,500, was within the margin of error of the 2009 ACS median income for King County ($67,800).

Household income included the following groupings:

- ***Very low-income households** are households earning 30 percent AMI or less for their household size.*
- ***Low-income households** are households earning 31 percent to 50 percent AMI for their household size.*
- ***Moderate-income households** are households earning 51 percent to 80 percent AMI for their household size.*
- ***Middle-income households** are households earning 81 percent to 120 percent AMI for their household size.*

Affordable rent or sales price assume that a household will generally need one less bedroom than the number of persons in the household, for example a two person household would need a one bedroom unit while a three person household needs a two bedroom unit. However, HUD assumes a correspondence between household size and income and the size of the housing unit in setting maximum rents. In 2011 the assumptions were:

- *Studio Units One person household*
- *One bedroom Units One and a half (1.5) person household*
- *Two bedroom Units Three person household*
- *Three bedroom Units Four and a half person household*

Generally, estimates of sales price in this analysis assume a 10 percent down payment with a 30-year fixed mortgage at 5 percent interest. However, these factors, particularly the interest rate, will vary over time and economic conditions. Typically, affordable housing costs for an ownership unit include payments for principal, interest, taxes, and insurance. For condominiums, homeowner dues increase monthly housing expenses. As a result, condominium sales prices must be about 10 percent lower than that of a single family home to have similar affordability.

For rental units, affordable housing costs typically assume inclusion of basic utilities. These assumptions are not consistent in all data used in this analysis and therefore some figures may not be directly comparable. However, it is anticipated that these differences are minor enough to allow for general comparisons and will not significantly affect the conclusions of this analysis.

HOUSING INVENTORY AND NEEDS

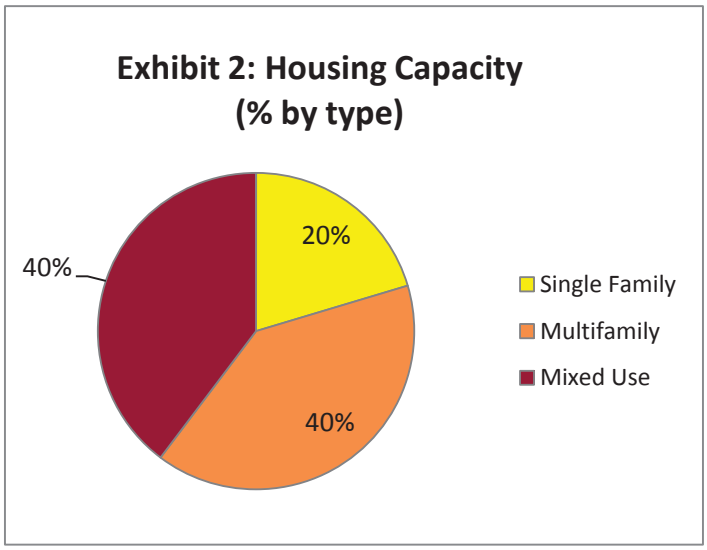
Housing Supply

At the time of the 2010 U.S. Census, the City of Des Moines had 12,588 housing units, 11,664 households, an average household size of 2.57 persons, and a resident population of approximately 29,673.

Single family detached homes make up about half of the housing units (57 percent) while multifamily units such as duplexes, townhomes, apartments, and condominiums make up about 25 percent and mobile homes comprise about two percent. Less than one percent of the housing (29 units) are classified as "other" which includes boats, campers, vans, and hotel/motel units used as permanent residences.

Compared with 2000 census data, the total housing units for the City increased by 6.9% (811 units), some of which may be attributable to the Redondo Rivera annexation in 2000. Most of this growth occurred in single family homes (519 units) followed by multi-family units (316 units). The number of mobile homes within the City declined by 5.3 percent (24 units) over the ten-year period.

In 2014, the City of Des Moines had 12,665 housing units and capacity for an additional 4,370 units which is adequate to meet the 2035 housing target of 3,480 units.



During the past several years, the City has amended the zoning in the Marina District, Pacific Ridge, South Des Moines and Woodmont neighborhoods that in effect have increased both the housing and job capacity in these areas. As it relates to housing, the zoning allows for increased densities several neighborhoods which will facilitate the creation of a variety of housing options and housing price points. As shown on Exhibit 2 and documented in the 2014 King County Buildable Lands Report, the City's housing capacity is evenly split among multifamily and mixed use areas with a slightly lower percentage of single family housing stock.

Housing Affordability

The U.S. Census 2009-2013 American Community Survey data indicate that 15.2 percent of Des Moines' population lives at or below the poverty level. The per capita income was reported at $27, 056 while the median household income was $59,799.

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.

The most pressing unmet need for affordable housing is for households earning less than 80 percent of area median income. Households that fall below this threshold include:

- Low-wage workers in services and other industries;
- Persons on fixed incomes including many disabled and elderly residents;
- Homeless individuals and families; and
- Many other community members.

King County and its cities (including Des Moines) share in the responsibility to increase the supply of housing that is affordable to these households. The CPPs along with Affordable Housing Targets help to focus local plans, regulations, and programs on increasing housing choice and opportunity for households at the lower end of the income range, increasing the housing stock affordable to those households in areas of higher cost housing, and increasing the range of housing choices and affordability levels in areas with existing concentrations of low-cost housing. While neither the county nor the cities can guarantee that a given number of units at a given price level will be produced during the planning period, setting planning goals makes explicit the scope of the effort required in each jurisdiction. Progress toward affordable housing targets may be accomplished through the addition of newly constructed affordable units or existing units newly preserved or acquired and rehabilitated with a regulatory agreement for long-term affordability. Local governments may also achieve targets through th e efforts of multijurisdictional organizations.

CPP H-2 recommends that each jurisdiction's comprehensive plan adopt policies and strategies that accommodate at a minimum, progress toward achieving following targets, measured as a percentage of overall housing growth within each jurisdiction and the county as a whole:

a. Housing affordable to moderate income households, with incomes between 50 and 80 percent of the AMI, which is equal to 16 percent of the jurisdiction's overall housing target; and
b. Housing affordable to low-income and very-low-income households, with incomes at or below 50 percent of AMI.

Table 1 compares Des Moines household incomes in relation to housing affordability. Household and affordable housing counts within each of the defined income groups are based on King County's median income for an average household (2-4 persons) in 2011. Data on housing affordability is based King County's 2012 Comprehensive Plan Technical Appendix B that used 2006-2012 ACS data, and the HUD's Comprehensive Housing Affordability Strategy (CHAS) that used 2007-2011 ACS data.

Table1. Des Moines Income and Overall Housing Affordability

Income or Affordability Level for an Average Household ($ in 2011)[1]	Percent of Des Moines' Households by Income[2]	Percent of Des Moines Housing Units by Affordability[2]
Very Low-Income (< 30% AMI; $21,890)	13	3
Low-Income (31-50% AMI; $21,890-$36,490)	11	19
Moderate-Income (51-80% AMI; $36,490-$53,960[3])	17	32
Middle-Income (81-100% AMI; $53,960-$84,700)	13	25
Above Middle Income (>100% AMI; >$84,700)	46	21

Notes:
1. 2012 King Comprehensive Plan, Technical Appendix B – 2011 HUD Income Levels by Household Size.
2. HUD Comprehensive Housing Affordability Strategy (CHAS) data (2007-2011 ACS)
3. HUD caps the 80% category at the national level, so it represents less than 80% of median income in the King County area. Many federal programs use this capped level.

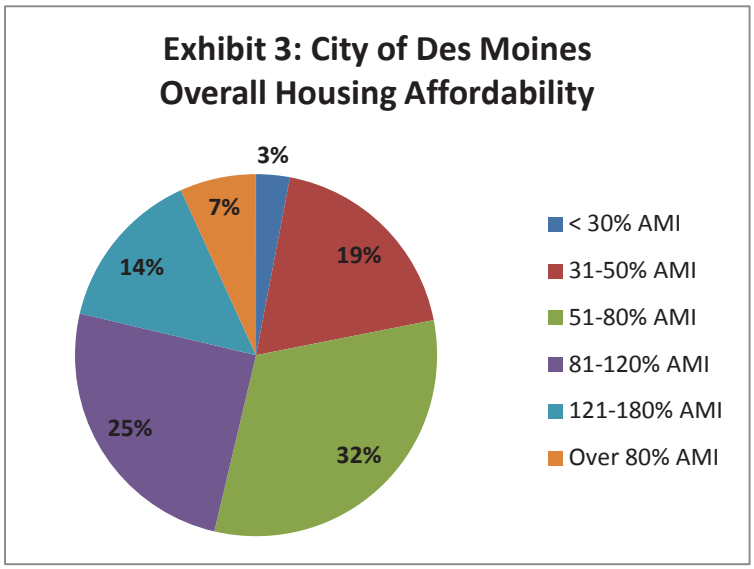


Exhibit 3 shows the overall housing affordability by AMI within the City of Des Moines. Approximately 22 percent of the housing stock is affordable to very-low-income households (three percent) and low-income (19 percent) and 32 percent of the housing stock is affordable to moderate-income households. While the housing that affordable to the very low-income households is limited, housing meeting the affordability for the low- to moderate-income households is above the targets that King County has assigned to these incomes groups for future planning (20.5 percent and 16 percent respectively).

Rental Housing

The vast majority of housing affordable to low- and moderate- income families in Des Moines, as in most communities, is rental housing, typically multi-family. Housing affordability data show that of the 11,470 occupied housing units 4,005 are renter occupied. Table 2 compares Des Moines affordability of rental housing in relation to cost burdened households.

Table 2. Des Moines Income and Rental Housing Affordability

Income or Affordability Level for an Average Household ($ in 2011)[1]	Percent of Des Moines' Renters by Income[2]	Percent of Des Moines Rental Housing Units by Affordability[3]	Des Moines Renters by Income that are Cost-Burdened[1]	
			>30%	>50%
Very Low-Income (< 30% AMI; $21,890)	26	9	20	18
Low-Income (31-50% AMI; $21,890-$36,490)	16	38	14	3
Moderate-Income (51-80% AMI; $36,490-$53,960[3])	24	36	9	1
Middle-Income (81-100% AMI; $53,960-$84,700)	13	14	1	0
Above Middle Income (>100% AMI; >$84,700)	21	3	0	0

Notes:
1. HUD Comprehensive Housing Affordability Strategy (CHAS) data (2007-2011 ACS)
2. 2012 King Comprehensive Plan, Technical Appendix B – 2011 HUD Income Levels by Household Size.
3. HUD caps the 80% category at the national level, so it represents less than 80% of median income in the King County area. Many federal programs use this capped level.

Nearly 75 percent of the City's rental housing is affordable to low- to moderate-income families; however, there is a deficiency in rental housing that is affordable to very-low income. In addition, about 38 percent of very low-income renters are cost burdened, meaning they pay a higher percentage of their incomes toward housing costs. The higher percentage of income paid toward housing, the more vulnerable a household is to actually losing their housing if someone in the household loses a job, suffers a medical emergency, or incurs some other major expense. As a result, these households may become homeless, displaced or reside in overcrowded or substandard housing.

Home Ownership Housing

Housing stock that provides for affordable home ownership is more limited in the City of Des Moines. Data show that of the 11,470 occupied housing units, 7,465 are owner occupied. Table 3 compares Des Moines affordability of ownership housing in relation to cost burdened households.

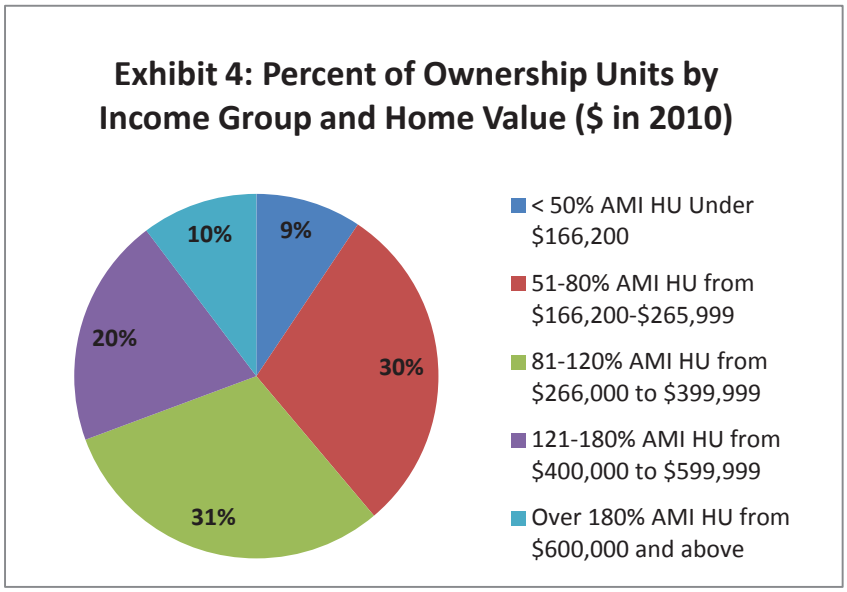
Table 3. Des Moines Income and Home Ownership Affordability

Income or Affordability Level for an Average Household ($ in 2011)[1]	Percent of Owners by Income[2]	Des Moines Owners by Income that are Cost-Burdened[2,3] >30%	>50%
Very Low-Income (< 30% AMI; $21,890)	6	5	3
Low-Income (31-50% AMI; $21,890-$36,490)	8	5	3
Moderate-Income (51-80% AMI; $36,490-$53,960[3])	12	7	4
Middle-Income (81-100% AMI; $53,960-$84,700)	14	8	2
Above Middle Income (>100% AMI; >$84,700)	60	10	1

Notes:
1. 2012 King Comprehensive Plan, Technical Appendix B – 2011 HUD Income Levels by Household Size.
2. HUD Comprehensive Housing Affordability Strategy (CHAS) data (2007-2011 ACS)
3. HUD caps the 80% category at the national level, so it represents less than 80% of median income in the King County area. Many federal programs use this capped level.

Data indicated that about 20 percent of ownership housing is affordable to low- to moderate-income families while only 6 percent is affordable to very low-income families. Nearly 50 percent of home owners are cost burdened meaning that about 35 percent pay more than 30 percent of their income for housing, and another 12 percent pay more than 50 percent of their income towards housing.

Exhibit 4 shows the ownership housing unit (HU) affordability by home value for those income groups earning less than 50 percent to over 180 percent AMI. As indicated, only 9 percent of ownership housing is valued at or below $166,200 and meets the affordability needs of households earning 50 percent or less AMI.



Condos provide more affordable ownership than single family homes. In King County, the 2010 median condo price ($260,000) was about two-thirds of the median price of a single family home ($394,000). Twenty-one percent of condominiums were affordable to two-person households earning 60 percent AMI, while nearly 43 percent were affordable to two-person households earning 80 percent AMI. As with all homes, more condominiums are affordable in the South, Southeast and North King County urban areas, and fewer are affordable in the Seattle and Eastside regions. For comparison, the median condo price in Des Moines was $129,664, of which 70 percent is affordable at 60 percent AMI and 78 percent is affordable at 80 percent AMI.

STRATEGIES TO MEET HOUSING NEEDS

Vision 2040

VISION 2040 encourages local jurisdictions to adopt best housing practices and innovative techniques to advance the provision of affordable, healthy, sustainable, and safe housing for all residents. No single tool is likely to be sufficient to meet the full range of needs in a given jurisdiction, and the county and cities are encouraged to adopt a range of housing tools, supported by land use, transportation, and other policies, regulations, and investments. Sufficient capacity for housing to meet targeted needs, provided in a variety of unit types and sizes, is the foundation for implementing the housing policies.

King County Partnerships

King County partners with virtually all of the cities in the county to further our goals to create decent, affordable housing and a suitable living environment, and to end homelessness in the region. King County and its cities (with the exception of Seattle) jointly cooperate in an urban county consortium – the King County Urban County Consortium – to administer federal housing and community development funds regionally.

The King County Housing and Community Development Program (HCD) is the official applicant to the federal Department of Housing and Urban Development (HUD) for housing and community development funds and ultimately assumes all the obligations required for receiving such funds.

The Joint Recommendations Committee (JRC) is an inter-jurisdictional body that provides specific funding recommendations and advice on guidelines and procedures for King County and its consortia city partners on a wide range of housing and community development issues. The JRC is made up of three King County representatives appointed by the King County Executive, and eight representatives of cities outside the City of Seattle that participate in the King County Consortia.

The JRC was created through the interlocal cooperation agreements that formed the King County Community Development Block Grant (CDBG) Consortium, the King County HOME Investment Partnerships (HOME) Consortium and the King County Regional Affordable Housing Program (RAHP) Consortium, and is now codified in the King County Code in Title 24, Chapter 24.13.

Currently the City participates in the Minor Home Repair Program that utilizes CDBG funds to support qualifying low income and senior households.

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