

AGENDA

**DES MOINES CITY COUNCIL
STUDY SESSION
City Council Chambers
21630 11th Avenue S, Suite C.
Des Moines, Washington
Thursday, February 6, 2025 - 6:00 PM**

City Council meeting can be viewed live on the City's website, Comcast Channel 21/321 or on the City's [YouTube](#) channel.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

DISCUSSION ITEMS

- Item 1. MARINA STEPS, REDONDO PIER & BOND PROJECTS
[Marina Steps, Redondo Pier & Bond Projects](#)
[Marina Steps, Redondo Pier & Bond Projects PowerPoint](#)

COMMENTS FROM THE PUBLIC

Comments from the public must be limited to the items of business on the Study Session Agenda. Please sign in prior to the meeting and limit your comments to three (3) minutes.

DISCUSSION ITEMS

- Item 1. PLANNING COMMISSION/PLANNING AGENCY DISCUSSION
[Planning Commission - Planning Agency Discussion](#)
[Planning Commission Discussion PowerPoint](#)
- Item 2. AIRPORT ADVISORY COMMITTEE
[Airport Advisory Committee](#)
[Airport Partnership PowerPoint](#)

EXECUTIVE SESSION

NEXT MEETING DATE

February 13, 2025 City Council Regular Meeting

ADJOURNMENT

[Projected Future Agenda Items](#)

[Correspondence](#)

[Public Comment 02.06.2025](#)

[Quiet Skies Puget Sound - Aviation Committee 2](#)

AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: Marina Steps, Redondo Pier & Bond
Projects

FOR AGENDA OF: February 06, 2025

DEPT. OF ORIGIN: Public Works

ATTACHMENTS:

DATE SUBMITTED: January 30, 2025

- 1. Task Assignment

CLEARANCES:

- City Clerk _____
- Community Development _____
- Courts _____
- Finance *MT 2/1*
- Human Resources _____
- Legal */s/TG*
- Marina *SW*
- Police _____
- Parks, Recreation & Senior Services _____
- Public Works *WPS*

APPROVED BY CITY MANAGER

FOR SUBMITTAL: *Katherine Coffey*

Suggested Motion

Motion 1: "I move to approve the Task Assignment with KPFF in the amount of \$100,000 for additional value engineering and scope reduction for the Des Moines Marina Steps project, and authorize the City Manager to sign the Task Assignment substantially in the form as attached."

Background

In June of 2023 the City Council passed a bond ordinance for \$25.1 million identifying several capital projects for the use of the funds. *"Projects" means the design, construction and/or improvement of (1) a dock replacement at the City marina; (2) new public steps and plazas adjacent to the City marina; (3) improvements to the Redondo Beach restrooms, parking facilities, and fishing pier; and (4) other related public amenities and capital improvements, as deemed necessary and advisable by the City. Incidental costs incurred in connection with carrying out and accomplishing the Projects,*

consistent with RCW 39.46.070, may be included as costs of the Projects. The City reserves the right to adjust the timing and specific elements of the Projects, as necessary, in its sole discretion.

Additionally, the City sought funding for the projects through budget requests to the State legislature, grants, ARPA funding pledges, and local contributions. Current funding for the projects is listed below.

Two projects that intended to use bond funds, Marina Steps and Redondo Pier, have received bids that exceed the budget. Staff seeks direction from the Council on whether they can proceed with value engineering redesign work for the Marina Steps. The redesign of the Redondo Pier project is currently underway. Besides redesigning projects to reduce overall costs, staff will need to identify additional funding sources beyond what has already been received if the Council wishes to complete both projects.

The key question before the City Council in this meeting is: Does the Council want to move forward with value-engineering the Marina Steps to identify ways to reduce the overall project cost? Additionally, we are seeking input on the City Council’s priorities regarding the Marina Steps, the Redondo Pier, and/or an unnamed project at this time.

Financial Information about the Projects:

Marina Dock Project Revenues

Bond Proceeds	\$12,740,000	Bid Received \$12,036,000 with contingency
Marina Enterprise Fund	\$1,679,000	
TOTAL	\$14,419,000	

- Note: Due to favorable bids, approximately \$1.66 million remains available to move to other projects. *Approx. \$720k has been spent on design and engineering for the project.*

Marina Steps Project Revenues

Dept of Commerce Grant	\$1,000,000	Must be used for Marina Steps only; funds must be expended by 2027
2023 Bond Proceeds	\$7,869,000	Can be moved to another approved bond project if desired
Stormwater Grant	\$500,000	Must be used for Marina Steps only; funds must be obligated this year for Stormwater feature.
TOTAL	\$9,369,000	

- Note: \$1.3 million in ARPA funds were removed from this project in December 2024, contributing to the funding shortfall.

Redondo Pier Project Revenues

The Redondo Pier project includes two components: the reconstruction of the pier itself and new restrooms at the site. The restroom portion moved forward first utilizing approximately \$2.6 million in State funds covered under two Department of Commerce grants and a Recreation Conservation Office (RCO) Grant. Some funds were expended in the original design and bid.

Redondo Pier Project Revenues

Bond Proceeds	\$3,500,000	Can be moved to another approved bond project if desired
REET 2	\$882,000	Moveable, some funds expended
TOTAL	\$4,382,000	

Redondo Restroom Project Revenues

State Grant Commerce	\$970,000	Obligated cannot move
State Grant Commerce	\$882,000	Obligated cannot move
State Grant RCO	\$681,000	Obligated cannot move
TOTAL	\$2,533,000	

- Note: The restroom is currently under construction and should be operational in April 2025.

Memorial Monument Project Revenues

Bond Proceeds	\$374,000	
Sound Transit	\$16,000	
TOTAL	\$390,000	

- Note: As this project has been advertised, removal of funds is not recommended at this time. Bids open 18 February 2025 with anticipated ribbon cutting on Memorial Day 2025.

Bond Funding:

Bond funds can only be used for projects within the approved bond ordinance; however, the Council can amend the ordinance to include different or additional projects. The City Council can modify the ordinance to permit new projects if it is deemed "impracticable or inadvisable" to complete the projects as defined in the Bond Ordinance. The City Council may act to amend the Bond Ordinance definition of "Projects" to facilitate the use of bond proceeds promptly for other capital projects that meet the requirements for qualifying governmental purposes under the Internal Revenue Code. The process for amending a bond ordinance is the same as for any other ordinance. There are no specific requirements unique to municipal bonds that differ from the standard requirements for adoption during a regularly scheduled open public meeting or at a special meeting held with notice provided in accordance with the State's Open Public Meeting laws.

Bonds are subject to arbitrage. Arbitrage in the context of bonds refers to the difference between the interest rate paid on tax-exempt bonds and the interest earned from investments made with the bond proceeds. The surplus is regarded as arbitrage if the investment yields more than the bond's interest. In Ordinance 1773 (the "Bond Ordinance"), the City committed to "take all actions necessary to prevent interest on the Tax-Exempt Bonds from being included in gross income for federal income tax purposes..." and to further "take all actions necessary to comply (or to be treated as having complied) with [applicable arbitrage rebate requirements of Section 148 of the Internal Revenue Code] regarding the Tax-Exempt Bonds." This means that the City should focus

on utilizing the remaining proceeds for capital projects that qualify for tax-exempt financing as quickly as possible to avoid arbitrage payments.

Discussion

Current Status of Projects:

- 1) The Marina Dock project is funded and proceeding. City Council awarded the construction contract at the January 23, 2025 meeting.
- 2) The Memorial Monument project is funded and proceeding to bid.
- 3) Redondo Restroom is funded and under construction and anticipated to open in April 2025.
- 4) The Redondo Pier is currently undergoing redesign and is seeking an amendment for its environmental permit. The City Council approved an additional contract to continue these design efforts during the meeting on January 23, 2025. If full funding is secured and permits are granted, this project could potentially be completed in the 2025 fish window, and construction would begin this summer, provided that bids remain within budget. However, if we do not receive permit amendment approval in a timely manner, the pier project would shift to the 2026 fish window.
- 5) The Marina Steps project is currently awaiting Council's decision on whether to authorize additional funds for the value engineering and scope reduction design efforts.

Project Costs (Marina Steps & Redondo Pier):

The challenge is how to proceed with the Marina Steps and Redondo Pier, considering the lack of financial resources to complete both as proposed.

The Des Moines Marina Steps Project is currently awaiting Council's decision on whether to authorize additional funds for the value engineering and scope reduction design efforts. The estimated cost for value engineering the project stands at \$100,000. Staff recommends that the Council strongly consider moving forward with this process, as it will provide valuable insights into the project and enable us to secure a complete set of plans, which will be advantageous. Initial estimates suggest that by removing certain elements of the design and rebidding them using an additive alternative approach, we would still be able to deliver the project while maintaining the intentions of the original design scope. Based on preliminary discussions with the City's engineering design firm for the project, we believe construction costs may range from \$9.5 million to \$10 million within a reduced project scope, plus construction management and a contingency of \$1.5 million to \$2 million. The total working project delivery cost is projected at \$12 million, assuming a slight reduction in project scope.

As noted earlier, the Redondo Pier is in the process of being redesigned. The City Council voted unanimously at the January 23 meeting to continue design work related to this project. Based on preliminary discussions with the City's engineering design firm for the project, we believe total construction cost for the project may range from \$5.5 million to \$6 million, plus construction management and contingency of \$1 million. The total working project delivery cost is projected at \$7 million. We expect to have a more accurate cost estimate in six to eight weeks, once the redesign is finalized and the project can be put out for bid.

Project	Estimated Construction Cost
Marina Steps	\$12M* <i>Assumes value-engineered project</i>
Redondo Pier	\$7M
TOTAL	\$19M

Available Funds	Amount
Grant Funds (only for Marina Steps)	\$1.5M
Bond Funds	\$12,969,000
REET	\$882,000
TOTAL	\$15,351,000

Recommendation

At this point, staff recommends City Council approve \$100,000 in additional design work for the Marina Steps value engineering effort. Once the value engineering exercise is complete (anticipated spring 2025) the City Council will be presented with an update and can decide then if they wish to proceed with putting the project out to bid.

Meanwhile, staff will explore ways to close the potential funding gap for the project by reviewing the current CIP plan to identify any non-critical projects that could be delayed for a year or two, assessing internal funds for available resources to support bond projects (e.g., using street maintenance funds for pedestrian aspects of a project), and seeking additional grant funding. The City Council will be presented with these options in the spring and can direct staff on their interest in proceeding.

Regarding the Redondo Pier project, staff is proceeding with all necessary design work. Staff anticipates putting the Pier project out to bid in May 2025, and will review options to proceed with the Council once bids are received.

Alternatives

Prioritize and fund one of the two projects as the priority and seek additional funding for the remaining project, or pause progress on the other project.

Additionally, the Council may consider amending the Bond Ordinance to include a new project (i.e. dry stack). If Council chose this route, due to arbitrage, we would move expeditiously on the financial modeling, design and engineering for the new project.



FORMAL TASK ASSIGNMENT DOCUMENT

Task Number 2023-07.02

The general provisions and clauses of Agreement 19-159
Shall be in full force and effect for this Task Assignment.

Location of Project: Des Moines, WA

Project Title: Des Moines Marina Steps Change Order Request 07

Maximum Amount Payable Per Task Assignment: Time and Materials Not-to-Exceed \$100,000.00

Completion Date: May 31, 2025

Description of Work: Refer to Change Order Request #07 proposal for complete
description of work.

Agency Project Manager Signature: _____ Date: _____

Oral Authorization Date: _____ See Attachment Dated: _____

Consultant Signature: Puja Kashyap Puja Kashyap, Principal Date: 2025-01-31

Agency Approving Authority: _____ Date: _____



CHANGE ORDER REQUEST #07

DATE: January 31, 2025
JOB NUMBER: 2300235
CLIENT: City of Des Moines
PROJECT NAME: Des Moines Marina Steps

BACKGROUND

The City has requested to extend the design phase of the project in order to complete Value Engineering (VE). VE will occur in two parts – Pricing and Re-Design.

Additional fees totaling **\$100,000** are being requested under this change order request (COR) to fund the remainder of the VE Re-Design effort that could not be covered by the fee reallocations described in COR #06.

Refer to the below table for new fees being requested and Attachment A for a summary of the VE scope that applies to both COR #6 and COR #7.

SUMMARY OF REQUESTED FEES

Task	Fee per COR #06	Change per COR #07	New Fee per this COR #07
VE Pricing			
Civil	\$ 9,160.70	\$ -	\$ 9,160.70
PLACE	\$ 6,607.00	\$ -	\$ 6,607.00
VE Re-Design			
Civil	\$ 6,882.87	\$ 75,383.00	\$ 82,265.87
PLACE	\$ 5,000.00	\$ 24,617.00	\$ 29,617.00
TOTAL:	\$ 27,650.57	\$ 100,000.00	\$ 127,650.57

If this proposal meets with your approval, please sign below and return one copy for our files. If you have any questions regarding this proposal, please call me at (206) 660-5297.

Offered By KPFF, Inc.

Accepted by City of Des Moines

Puja Kashyap, PE
Principal

(Signature)

(Print Name/Title)



CHANGE ORDER REQUESTS (COR) #06 AND #07 KPFF SCOPE

KPFF SCOPE

KPFF's scope for Change Order Requests (COR) #06 and #07 are described below:

Value Engineering Pricing

- Develop a list of options for reduced or removed project scope.
- Develop quantity take-offs.
- Research product/material costs.
- Estimate the value of each reduced or removed scope item and estimate the value of any added cost for new scope associated with the value engineering change. Provide a net cost change.
- Coordinate with subconsultants and review all quantities and costs estimates.
- Coordinate with the City.

Value Engineering Redesign

- Incorporate selected Value Engineering scope into project design, including plans and specifications.
- Assemble new bid documents for release.
- Document and manage sheet changes.
- Coordinate with subconsultants and review design changes for consistency and completeness.
- Coordinate with the City.

Attachment A

12.11.2024

Via E-mail: Brandon.McNerney@kpf.com

Brandon McNerney

KPFF

1601 5th Avenue, Suite 1600

Seattle, WA, 98101

Re: Des Moines Marina Steps - VE Effort: Pricing and Redesign Documentation

Hello Brandon,

As a result of the recent bid results and subsequent VE brainstorm process, PLACE will assist KPFF in the VE effort to price, redesign, and document the project for rebid. We understand the process is two-fold, to establish the cost for VE items per the 12/11/2024 VE Matrix and once VE items are confirmed and the project is green-lighted for rebid, to complete redesign and documentation of the resultant project.

Overall VE Effort Scope:

VE Pricing

- Coordinate design diagram to confirm VE effort
- Develop quantity take-offs
- Research product/material costs
- Coordinate complex design item costs with KPFF
- Provide cost opinion for LA related items
- OAC meetings

Redesign and Documentation

- Incorporate selected VE items into project design
- Assess implications to project design intent
- Redesign with VE items and 'ripple' effects from VE changes
- Document and manage sheet changes
- Update Renderings
- OAC meetings

PLACE proposes a NTE fee range to address the variability in the potential redesign effort to be determined on selected VE items. Fee breakdown per subtask:

Fee:

VE Pricing Effort	\$ 6,607
Redesign Documentation	\$ 19,617 – 29,617

Total Proposed fee range: \$ 26,224 – \$36,224

We appreciate your partnership and collaboration.

Best regards,

PLACE



Phoebe Bogert | Principal



Mauricio Villarreal | Principal

PLACE
www.place.la



MARINA STEPS, REDONDO PIER & BOND PROJECTS

CITY COUNCIL STUDY SESSION

FEBRUARY 6, 2025

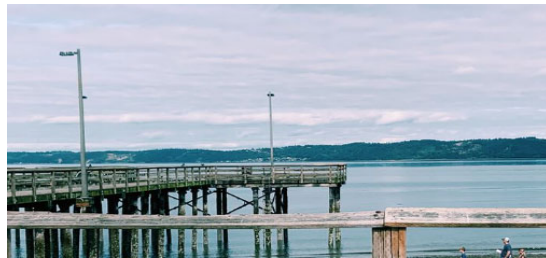




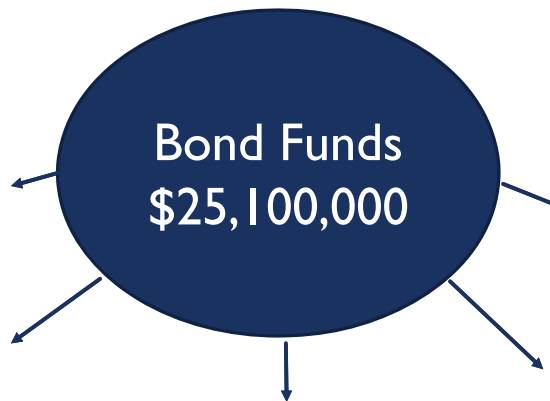
OVERVIEW

- Bond funding history and current allocations
- Overview of projects (funding, status)
 - Marina Steps
 - Redondo Pier
- Project timelines
- Options for moving forward
- Discussion

MARINA STEPS, REDONDO PIER & BOND PROJECTS



Redondo Fishing Pier & Restroom



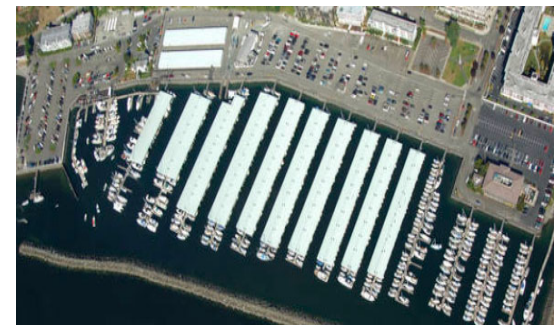
Marina Steps



Memorial Drive Flag Triangle



Parking System For Redondo & Marina



Marina L-M-N Dock Replacement

ORIGINAL BOND ALLOCATION

On June 8, 2023 Council passed Ordinance No. 1773, relating to contracting indebtedness not to exceed \$25,100,000 to only be used for **bond** projects listed below:

■ Marina L-M-N Dock Replacement Project:	\$12,740,000
■ Marina Steps:	\$ 7,869,000
■ Redondo Fishing Pier:	\$ 1,929,000
■ Redondo Restroom Project:	\$ 1,736,000
■ Redondo Paid Parking:	\$ 355,000
■ Marina, Beach Park Paid Parking:	\$ 360,000
■ Des Moines Memorial Drive Flag Triangle:	<u>\$ 111,000</u>
	\$25,100,000

ORIGINAL FUNDING SOURCES

Marina Dock Replacement

Marina Rates	\$ 1,679,000
Bond Proceeds	<u>\$12,740,000</u>
	\$14,419,000

Marina Steps

ARPA Funds	\$ 1,151,000
WA State Grant	\$ 980,000
Bond Proceeds	<u>\$ 7,869,000</u>
	\$10,000,000

Redondo Fishing Pier

REET 2	\$ 857,000
Department of Commerce Grant	\$ 277,000
Washington State Appropriation	\$ 980,000
Bond Proceeds	<u>\$1,929,000</u>
	\$4,043,000

Redondo Restroom

REET 2	\$ 77,000
Bond Proceeds	\$1,736,000
WA RCO Grant	<u>682,000</u>
	\$2,495,000

Redondo Paid Parking

One Time Tax	\$ 25,000
Bond Proceeds	<u>\$ 355,000</u>
	\$ 380,000

Marina, Beach Park Paid Parking

Bond Proceeds	\$ 360,000
---------------	------------

Flag Triangle

ARPA Funds	\$ 163,000
Bond Proceeds	<u>\$ 111,000</u>
	\$ 274,000

*Assumes full project cost (design, permitting, construction, construction mgmt.)

CURRENT PROJECT STATUS

Project	Status
Redondo Fishing Pier	Re-design underway, permit amendments *was bid in 2024 bid received for \$8.2M - construction budget was \$4.9M *completion of project in 2025 dependent on permits
Marina Steps	Value engineering pending *was bid in 2024 bid received for \$11.7 - construction budget was \$8.1M
Redondo Restroom	Nearing completion - April 2025
Redondo Paid Parking	Nearing completion - April 2025
Marina Beach Park Paid Parking	Completed
Marina L-M-N Dock Replacement	Contract awarded, construction begins soon
Memorial Drive Flag Triangle	Design completed, currently out to bid

WHAT FUNDING IS AVAILABLE FOR THE PROJECTS?

Marina Steps:
\$1.5M Grant funds only for Steps

Redondo Pier:
\$857K REET earmarked for Pier

Bond Funds that can be allocated to either project:

\$1.66M (Dock under budget)
+ \$7.869M (Steps earmark)
+ \$3.5M (Pier earmark)

= \$13.0M



ELEMENTS OF TOTAL PROJECT COST

Soft Costs - Design/Engineering/Permitting
+ Hard Costs – Construction bid
+ Contingency/Construction Mgmt.
= TOTAL PROJECT COST

MARINA STEPS: STATUS & PROJECT COST

- Cost of value engineering = \$100k
 - Value engineering: Analyze design elements, materials and construction methods to identify cost-saving alternatives.
 - Use fewer specialty materials than original design; eliminate or simplify complex design elements like cantilevered outlooks
- Anticipated savings on original scope of project = \$1-\$1.5M
 - \$10M construction + \$1.5-\$2M contingency/construction mgmt. = **\$12M**
- Reduction of scope (simpler design) would reduce budget further

MARINA STEPS VALUE ENGINEERING & REBID

- Re-bid project a la carte and with reduced features



POTENTIAL VALUE ENGINEERING OPTIONS



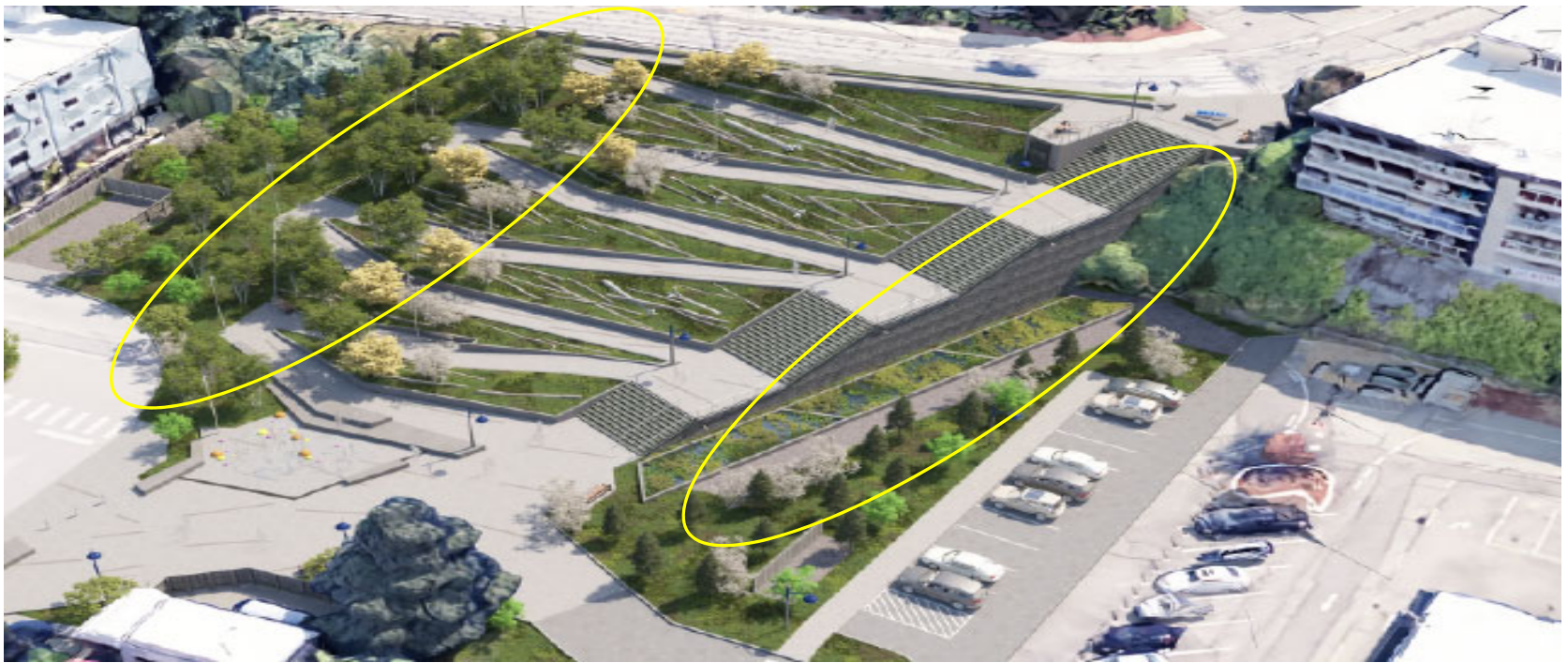
POTENTIAL VALUE ENGINEERING OPTIONS



POTENTIAL VALUE ENGINEERING OPTIONS



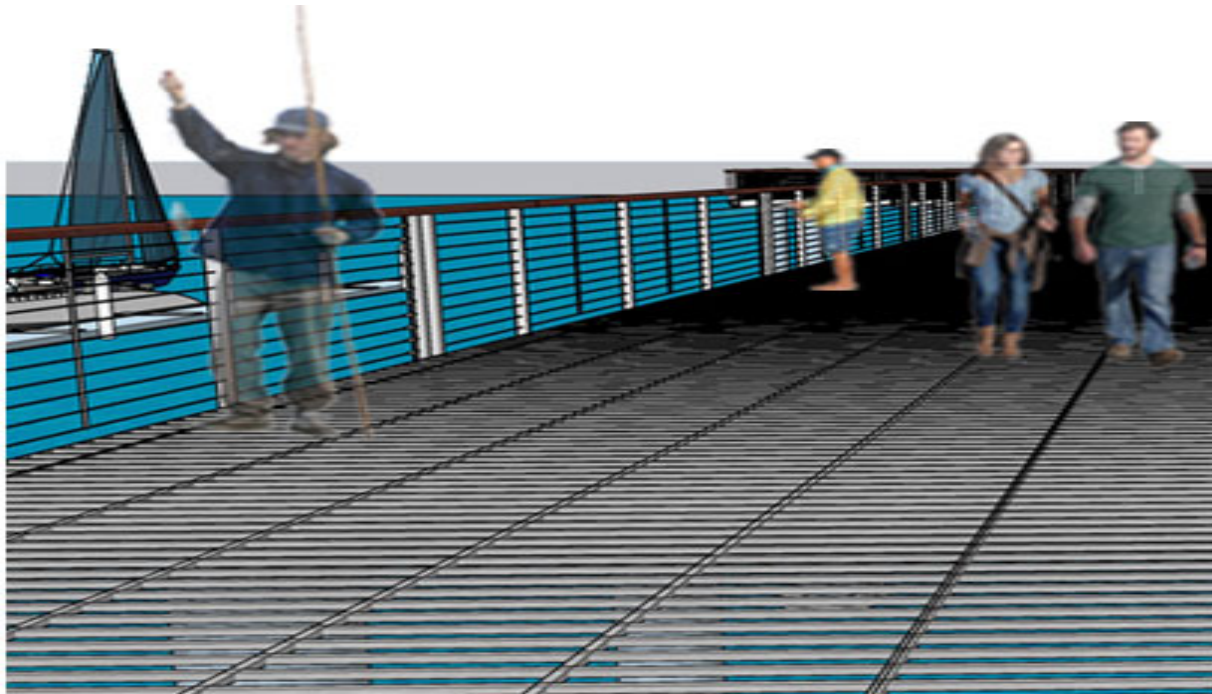
POTENTIAL VALUE ENGINEERING OPTIONS



REDONDO PIER: STATUS & PROJECT COST

- Re-design underway (Council approved contract 1/23)
- Seeking required amendments to Environmental and Corp permits for in-water work
- Complexity of construction during Fish Window
- Re-design should be completed Spring 2025, we conservatively assume \$5.5-\$6M construction + \$1M contingency/construction mgmt. = **\$7M**

REDONDO PIER RENDERING



WHAT FUNDING IS AVAILABLE FOR THE PROJECTS?

Marina Steps: \$12M

\$1.5M Grant funds only for Steps

Funding Needed \$10.5M

Redondo Pier: \$7M

\$857K Real Estate Excise Tax earmarked
for Pier

Funding Needed \$6.2M

Available Bond Funds:

\$1.66M (Dock under budget)

+ \$7.869M (Steps earmark)

+ \$3.5M (Pier earmark)

= \$13.0M

Remaining Funds Needed:

\$3.7M

OPTIONS

Option 1: Redondo Pier & Marina Steps

- New Pier project continues – fully fund with bond proceeds
- Steps is value engineered to reduce scope and lower budget
- Staff identify more funds for Steps

Option 2: Fully fund the Marina Steps Only

- Fully funded with bond proceeds
- Remaining bond funds (est. \$1M)

Option 3: Fully fund the Redondo Pier Only

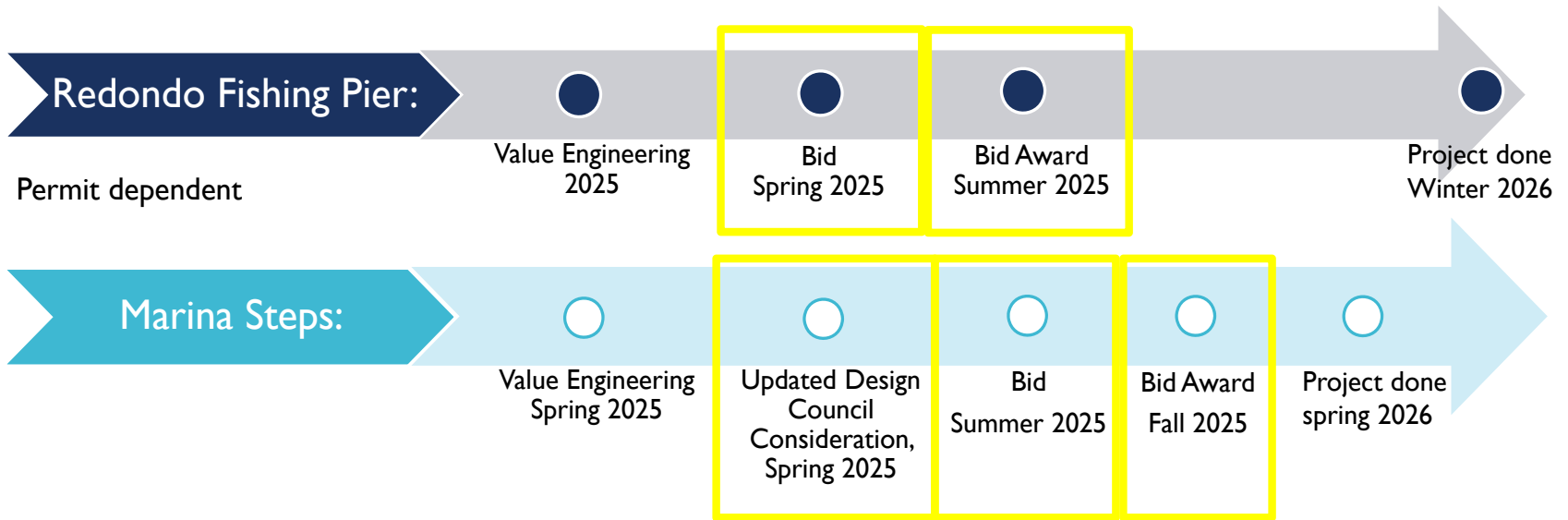
- Fully funded with bond proceeds
- Remaining bond funds (est. \$6M)

Option 4: Amend Bond Ordinance to include new projects

- Council identifies new projects to be built with bond funds
- Move expeditiously due to arbitrage

**Options of course can be combined or modified*

TIMELINE





DIRECTION REQUESTED

- Do you want to proceed with the Pier? Is this your top priority?
- Do you want to authorize staff to conduct a feasibility study for a Boat Stack Storage & Launch?
- Does you want to move forward with value-engineering the Marina Steps?
- Council support for City Manager identifying additional funding, internal and external, for the Steps?
- Other Input



MOTION

- Motion – “I move to approve the Task Assignment with KPFF in the amount of \$100,000 for additional value engineering and scope reduction for the Des Moines Marina Steps project, and authorize the City Manager to sign the Task Assignment substantially in the form as attached”

A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA


SUBJECT: Planning Commission/Planning Agency Discussion

FOR AGENDA OF: February 6, 2025

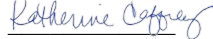
DEPT. OF ORIGIN: Community Development

DATE SUBMITTED: January 30, 2025

CLEARANCES:

- City Clerk _____
- Community Development 
- Courts _____
- Emergency Management _____
- Finance _____
- Human Resources _____
- Legal /s/ TG
- Marina _____
- Police _____
- Parks, Recreation & Senior Services _____
- Public Works _____

APPROVED BY CITY MANAGER

FOR SUBMITTAL: 

Purpose

The purpose of this agenda item is to have a discussion regarding formation of a Planning Commission.

Background

Planning Commission Definition:

Advisory body appointed by a governing body (City Council) that is responsible for directing the long-range growth and development of a jurisdiction through maintenance and implementation of the city's or county's general plans, rules and regulations.

Per RCW 35.63.030:

The ordinance creating the Planning Commission shall set forth the number of members to be appointed, not more than one-third may be ex officio members. The term of office for appointed members shall be designated from one to six years, to provide the fewest possible terms will expire in any one year. Thereafter, terms shall be four or six years.

Powers and Functions of Planning Commissions:

The Planning Commission provides citizen review and recommendations on planning-related matters. Planning Commissions do not typically exercise legal power to approve or deny developments. City Council has the final say on land use planning and development and establishes the overall “vision” for the community that informs policy. The Planning Commission acts in an advisory role and provides recommendations to the Council. The commission bridges the gap between public and government, as the seats are filled by local members of the community.

Planning Commissioners usually have some sort of land use, planning, urban design, development, or economic development background. The commission is typically appointed by the mayor and confirmed by City Council. A commission comprised of members with backgrounds on land use or development issues can allow for a more balanced and detailed review of planning-related matters. Commission meetings can be a forum for consistent community engagement, and are conducted as open public meetings, subject to all requirements of the Open Public Meeting Act. The commission functions as a buffer between council and public; members of the public can speak at Planning Commission meetings regarding projects, and engage with the review process at this level, before a public hearing or council decision. A Planning Commission can also have more objective reviews, with less political influence, as it does not have any legal power.

The Planning Commission typically holds public hearings and makes a recommendation to City Council for development related Municipal Code revisions, Zoning Map revisions, Comprehensive Plan revisions, Master Plans, Planned unit development, and Development Agreements.

Taking projects or code updates to Planning Commission can add to review times, as it requires another layer of review. Council’s first exposure to projects would be at the end of the planning process (post-commission review and forwarding of recommendation) instead of earlier in the process, which may extend the amount of time the council spends on a project or code update. There is also an additional administrative burden; added time and resources spent by staff to manage the commission. Typically Planning Department staff will act as the secretary/organizer/facilitator for the commission.

Neighboring Jurisdiction Planning Commission Info:

Jurisdiction	Number of Planning Commissioners	Term length	Mission Statement	Link
SeaTac	7, appointed by mayor and Council	3 years	to study and make recommendations to the City Council for adoption of long-range comprehensive plans, policies, programs and services related to land use, transportation and community facilities. The Commission also studies and makes recommendations to the Council on a variety of development regulations.	Seatacwa.gov

Kent	7, appointed by mayor and confirmed by council	3 years	*Land Use and Planning Board* responsibilities include holding workshops and public hearings on city codes and ordinances, comprehensive plan updates, and matters typically associated with long range planning functions; and making recommendations to the City Council via workshops and public hearings on City Code updates, development regulations, comprehensive plan updates and other long-term land use planning topics.	Kentwa.gov
Normandy Park	7, appointed	6 years	The Commission powers and duties are specified by Chapter 35A.63 of the Revised Code of Washington. These powers and duties are related to land use matters and long-range planning.	Normandyparkwa.gov
Tukwila	7, appointed by mayor and confirmed by council	4 years	The Planning Commission recommends amendments and modifications to the City's Comprehensive Plan and zoning code.	Tukwilawa.gov
Burien	7, appointed by mayor and confirmed by council	4 years	The purpose of the Planning Commission is to provide guidance and direction to the City Council on Burien's future growth through review, analysis, and recommendations regarding the City's Comprehensive Plan and related land use documents.	Burienwa.gov

Code Examples:

- City of Buckley [Municipal Code Chapter 2.33](#)
- City of Kirkland [Municipal Code Chapter 3.32](#)

References

MRSC. (2022). *Planning Commissions*. Retrieved from MRSC: <https://mrsc.org/explore-topics/planning/proceedings/planning-commissions>

Planetizen. (2024). *What is a Planning Commission*. Retrieved from Planetizen : <https://www.planetizen.com/definition/planning-commissions#:~:text=Planning%20commissions%20serve%20an%20advisory,infrastructure%20investments%2C%20among%20other%20duties.>

Discussion

A majority of cities in Washington have some form of Planning Commission. There are cities like Des Moines who do not, but it is rare for a city of our size to not have a Planning Commission.

After review of Council minutes from the last two years below is a list of items that would typically have gone to a Planning Commission/planning agency for recommendation:

- Housing Action Plan

- Ordinance 23-042 Proposed Land Use and Text code amendments for the Business Park Moratorium Area
- Des Moines Creek Business Park West Master Plan (remanded to Hearing examiner by Council)
- Ordinance 24-018 The Saddlebrook Site Specific Zoning Map Amendment

Items on the Community Development Work Program for the next year that would go to a Planning Commission/Planning Agency for recommendation to Council:

- DMMC Middle Housing Ordinance
- DMMC Accessory Dwelling Unit Ordinance
- 2024 Comprehensive Plan Periodic Update
- DMMC Code Clean-Up

Des Moines Planning Agency History

Dissolved by Council 2013

The Planning Agency consisted of seven members with staggered four year terms. Members were appointed by the Mayor and confirmed by a majority of the Councilmembers.

The Planning Agency provided an advisory role to the City Council. They held public hearings and provided public meeting facilitation. Members of the Planning Agency were representatives on stakeholder committees. They meet on average four or five times annually. During the meeting discussing the dissolution of the Planning Agency, Councilmembers commented that the Council doesn't make a decision based on Planning Agency recommendation and that the Planning Agency is just an unnecessary redundancy. It was also mentioned that agency members felt that they were not needed, and that Council did not accept their work. Additionally, in the years leading up to the Planning agency dissolution there were issues finding members to serve. In 2011 there were five vacancies, of which staff were only able to find applicants for three of them.

Alternatives

1. The City Council may direct staff to start preparation needed for the establishment of a Planning Commission or Planning Agency.
2. The City Council may continue this Agenda Item and request that staff provide additional information.
3. The City Council may determine not move forward with the establishment of a Planning Commission or Planning Agency.



PLANNING COMMISSION DISCUSSION

CITY COUNCIL STUDY SESSION 2/6/2025



BACKGROUND

Definition

- **Advisory** body appointed by a governing body (City Council) that is responsible for directing the long-range growth and development of a jurisdiction through maintenance and implementation of the city's or county's general plans, rules and regulations.

History of Des Moines Planning Agency

- Dissolved by Council 2013
- The Planning Agency consisted of seven members with staggered four year terms. Members were appointed by the Mayor and confirmed by a majority of the Councilmembers.
- They meet on average four or five times annually.

POWERS AND FUNCTIONS

- The Planning Commission provides citizen review and recommendations on planning-related matters.
- Planning Commissions do not typically exercise legal power to approve or deny developments. City Council has the final say on land use planning and development and establishes the overall “vision” for the community that informs policy.
- The Planning Commission acts in an advisory role and provides recommendations to the Council. The commission bridges the gap between public and government, as the seats are filled by local members of the community.
- Planning Commissioners usually have some sort of land use, planning, urban design, development, or economic development background.
- Commission meetings can be a forum for consistent community engagement, and are conducted as open public meetings, subject to all requirements of the Open Public Meeting Act.

PROJECTS TO COMMISSION

- After review of Council minutes from the last two year below is a list of items that would typically have gone to a Planning Commission/planning agency for recommendation:
 - Housing Action Plan
 - Ordinance 23-042 Proposed Land Use and Text code amendments for the Business Park Moratorium Area
 - Des Moines Creek Business Park West Master Plan (remanded to Hearing examiner by Council)
 - Ordinance 24-018 The Saddlebrook Site Specific Zoning Map Amendment
- Items on the Community Development Work Program for the next year that would go to a Planning Commission/Planning Agency for recommendation to Council:
 - DMMC Middle Housing Ordinance
 - DMMC Accessory Dwelling Unit Ordinance
 - 2024 Comprehensive Plan Periodic Update
 - DMMC Code Clean-Up

PROS & CONS

- The commission functions as an added layer for the public; members of the public can speak at Planning Commission meetings regarding projects, and engage with the review process at this level, before a council decision.
- A Planning Commission can also have more objective reviews, with less political influence, as it does not have any legal power.
- Taking projects or code updates to Planning Commission can add to review times, as it requires another layer of review.
- Council's first exposure to projects would be at the end of the planning process (post-commission review and forwarding of recommendation) instead of earlier in the process, which may extend the amount of time the council spends on a project or code update.
- Additional administrative burden; added time and resources spent by staff to manage the commission.



DISCUSSION



AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: Airport Advisory Committee

FOR AGENDA OF: February 6, 2025

ATTACHMENTS:
1. None

DEPT. OF ORIGIN: Administration

DATE SUBMITTED: January 31, 2025

- CLEARANCES:
- City Clerk _____
 - Community Development _____
 - Courts _____
 - Finance _____
 - Human Resources _____
 - Legal /s/ TG _____
 - Marina _____
 - Police _____
 - Parks, Recreation & Senior Services _____
 - Public Works _____

APPROVED BY CITY MANAGER
FOR SUBMITTAL: *Katherine Coffey*

Purpose and Recommendation

The purpose of this agenda item is for the Council to consider establishing an Airport Committee that will advise the Council on matters requiring decisions and/or actions related to airport issues.

Suggested Motion

Motion: "I move that the City Council approve the formation of the Airport Advisory Committee as outlined in the agenda item."

Background

The City Council voted unanimously at the October 24, 2024 meeting to establish an Airport Committee. The Committee will provide recommendations to the City Council regarding airport-related issues. This Committee will be tasked with evaluating key topics, ensuring community involvement, and advising the Council on decision-making processes related to the airport.

Discussion

Based on the initial discussion, the following is a draft for consideration by the City Council regarding this item at the February 6, 2025 meeting.

1. **Committee Purpose:** The Committee shall serve in an advisory capacity to the City Council, providing recommendations and advice on the following topics related to airport matters:
 - Examination of the SAMP (Sustainable Airport Master Plan) timeline and responses to the process
 - Formation of an Interlocal Agreement (ILA) with airport partners and the extent of interaction with those partners
 - Selection and contracting of a consultant to assist with relevant projects
 - The role of the City of Des Moines on the StART (Seattle-Tacoma Airport Roundtable) Committee
 - Recommendations for the Des Moines strategy with the Port of Seattle
2. **Committee Composition:** The Committee will be permanent and will meet at least quarterly to assess airport-related issues.
 - The Committee should consist of ____ *participants*.
 - A minimum of **3 members**
 - Participants must:
 - Be a resident of the City of Des Moines
 - Have a reasonable understanding of airport-related issues, or willingness to learn as necessary
 - Include at least **one** Councilmember as a member
 - Reflect and represent community advocacy organizations and/or relevant groups in the community
3. **Committee Leadership:**
 - The Committee will choose its own Chairperson. The Chair should encourage collaboration and participation, with a directive role. The Chair shall establish the agenda for the meetings.
4. **Work Plan and Responsibilities:**
 - The Committee will be responsible for:
 - Receiving assignments and tasks as directed by the City Council.
 - Develop a work plan that includes recommended tasks and research subjects. This plan will be submitted to the Council for approval or direction.
5. **Reporting:**
 - The Committee shall provide a report to the City Council after each meeting, ensuring transparent communication and regular updates on the progress of the work plan and any advisory recommendations.
6. **Role of Staff Liaison:**
 - A City staff member shall serve as the liaison to the Committee and be a non-voting member.

Alternatives

The Council elects to not form a Committee or elects to form one with a different structure, responsibilities or guidelines than outlined above.

Financial Impact

The financial impact, if any, will be addressed as the Committee is formed and begins its work, with further budget discussions to be brought before the Council as needed.

Recommendation

Staff recommends approval of the formation of the Airport Advisory Committee with the structure, responsibilities, and guidelines outlined above.



AIRPORT PARTNERSHIP

CITY COUNCIL STUDY SESSION UPDATE 2/6/2025



BACKGROUND

- Four City Partnership (Des Moines, SeaTac, Burien, & Normandy Park)
 - ILA to form partnership in March 2018
 - Cities Contract with consultant in July 2018
 - September 2018, Cities provided Scoping Comments
 - January 2020 Contract with consultant services suspended until NEPA or SEPA documents released.
 - October 2024, Cities requested extension of comment period
 - New ILA agreement
 - December 2024, Cities provided comment letter



ACTIVITY

- Weekly meetings as needed for Coordination
 - Consultant Coordination
 - SEPA review time
 - StART/Part 150 updates or discussions
- Future
 - Review of Final NEPA Documents
 - Review of SEPA Documents with consultants
 - Consultant coordination

From: Bill Linscott <billlinscott@yahoo.com>
Sent: Friday, January 31, 2025 12:40 PM
To: _CityCouncil <CityCouncil@desmoineswa.gov>; Katherine Caffrey <kcaffrey@desmoineswa.gov>
Cc: Patti Linscott <pattilinscott@gmail.com>
Subject: Comments for Consideration in the Feb 6 Study Session

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Mayor, Deputy Mayor, Council Members, City Manager and Staff,

We are submitting comments and observations for your consideration as part of discussions at the February 6 study session. We offer our thoughts on the Redondo Fishing Pier, the allocation of the bond funds across the other city projects and the Marina Steps project. This study session covers some of the most important topics addressed in years. We appreciate the hard work from all of you in sorting things out and finding the best way forward for our city.

As most know, we have followed these topics for years and therefore apologies in advance for the length here. We could never make it through the 3-minute public comments window. :-)

Regards,

Bill & Patti

The Redondo Fishing Pier:

When looking at existing infrastructure and other features in our city, we should first fund the continuation of those that have demonstrated benefit to the community and our visitors. These should always be addressed before funding the introduction of a proposed new infrastructure or feature. Such is the case for the Redondo Fishing Pier vs. a new start on the proposed Marina Steps.

Des Moines should demonstrate it can maintain its current infrastructure and features that are continuously used and appreciated by residents and visitors alike. With respect to this case, to do otherwise leaves the impression that our city is willing to abandon any well-known and appreciated features for an unaffordable new start project that falls short of its stated objective of creating *a pedestrian connection between the marina and downtown*.

The city should fund the completion of the Redondo Fishing Pier.

Other Bond Funding Opportunities:

The marina has done a great job bringing in the dock replacement LMN project under its allocated budget. We are unclear whether the bond funding must remain with the marina enterprise or can be allocated elsewhere. If the funding remains with the enterprise fund, there are two marina projects that should be considered.

Boat Stack Launch Pier: The current permits for the dock replacement project include the authority to replace the small boat launch pier. While included in the permit, it was not included in the project bid due to the concern it might cause the incoming bids to exceed the budget window. Funding this effort from residual funds would allow the marina to accomplish additional work located in the LMN dock areas. It completes that area and positions the marina to move forward with the small boat stack and launch capability for the boat stack coming in future redevelopment phases.

Tenant Restroom: For the past 25+ years, the marina and city have promised marina tenants it would replace their restroom in the south parking lot. It almost happened this past year but missed the availability of some of the ARPA funds to get it done. This project is worthy of consideration.

As a reminder, the tenants, through the enterprise fund, would be servicing the bond debt for both projects. Funds would not come from the city budget.

The “Marina Steps” Project

The project name “Marinas Steps” has been misleading from the start. In the beginning, the project was to create a pedestrian connection between the marina and the downtown. It began by city manager, Michael Matthias, taking the entire council, and a few selected others, on a tour of Seattle’s Harbor Steps back in 2017. All came away with enthusiasm that this is what’s needed in Des Moines to provide a pedestrian connection between the marina and the downtown business corridor. The result would be beneficial to economic development by attracting new businesses to the downtown. All other options to create such a connection were never discussed. The connection solution was to bring people up the hill and on to the downtown corridor. The city manager sold the council and public on this project as achievable, affordable and necessary for the city’s economic development.

During most of the design work there were no public meetings for input or insight. Finally, there was a survey in the fall of 2023. Residents answered a set of questions but still had no opportunity to discuss anything outside the already established *Marina Steps*. Then the big public meeting in 2024 at the Beach Park. The design was then 80-90% complete and the city was totally invested. The public has its first view of the details of the project. Many comments provided – but at this point, there are no discussions of other options entertained, or for that matter expected. The project is now explained in two parts: the steps on the hillside, and the 223rd Green Street plan to make the connection downtown. Each is managed separately with differing schedules.

There is no follow-up meeting with the public to address what project changes were made as a result of their comments. Although a public follow-up meeting was considered in a council meeting, it was determined unnecessary at that point in the process. The final bid package (estimated to be ~\$8M) was released without even a briefing from the city council. As a result, the public missed a last opportunity to understand the Marina Steps project and be reminded that it does not connect the marina to the downtown. It is merely a project for a hillside structure.

Notwithstanding those observations, we believe the public today supports the original project to create a pedestrian connection between the marina and downtown. The *Marina Steps* solution for that has turned out to be both unaffordable and fails to make that pedestrian connection. Falling short with the pedestrian connection leaves us a 223rd Street pathway that is incomplete with sidewalks (on both sides) and a good portion of the south side with nothing more than a dirt path.

Part 2 of the *Marina Steps* is explained as a 223rd Green Street bioswale entrance to the north marina and Beach Park which also connects the downtown. There has been an initial \$300K grant funding for a 10% design effort on the Green Street Project. It is intended to proceed incrementally with the city acquiring grant funding when available. (Note: With our country's current administration, funding for environmental projects is likely to slow down during the next 4 years.) Our city's Transportation Improvement Plan (TIP) identifies this project at priority 15 to be accomplished in the 2032-34 timeframe. The estimated cost is just under \$20M that assume grant funding. Significantly more than the ~\$8M *Marina Steps*.

Today we find the original mission of a pedestrian connection between the marina and the downtown will not occur for 5-8 years out – at best! The economic benefits expected for attracting businesses and our “signature entrance” to the north marina and Beach Park on 223rd will remain unchanged for years to come. This is not what the public expected from the Marina Steps’ original introduction and its “hard sale” through the years.

At this point, the city should consider other options and approaches that achieve the original objective within available funds.

Example of a Proposed Option:

The city does not need a filled-in and landscaped hillside, large steps with a switchback walkway, or a splash pad feature. The project should focus on the objective – connectivity and affordability.

A meaningful connection can be made with the continuation of the north marina boardwalk/promenade from the marina north parking area, following the existing sidewalks on Cliff Avenue, 223rd and on to Marina View Drive. This would include:

A boardwalk that is generally consistent with similar size and presence of that in the north marina parking area. It could have areas incorporated for landscaping and

displays of artwork.

The Cliff Avenue sidewalk would be widened with this. The hillside below Outlook II Park would be carved back to accommodate the boardwalk. It would also have a retention wall which could provide an opportunity for a mural. (Currently that sidewalk is unpassable for two baby strollers or three people to get by. You can watch as people step out onto the street to merely get by. It is the one of the most dangerous sidewalks in the city.)

223rd Street has a substantial street easement (80') that would accommodate the boardwalk with landscaping and artwork on both sides. It would conclude at 7th Avenue. There are existing sidewalks from 7th to Marina View Drive.

A "signature" feature could be placed at 223rd and 6th Avenue which would provide a meaningful presence for the entrance to the north marina and Beach Park areas. It could be similar to that planned at the Veterans' Triangle. We believe this 223rd Street entrance would then have the upgrade to match its new name - "Waterland Way."

This kind of option (or something similar) must provide for a complete and near-term connection between the marina and the downtown. We should not wait for 5-6 years to see if we can get enough grant money for the bio-swale approach. We believe this type of approach could be structured to be accomplished within the current project budget. This kind of option also preserves Parcel A for a future opportunity. (See below)

Community Observation

Our input from those in the community is that this project has been "*over sold*" and they are less enthused than ever before. Their principle issues:

- The project out for bid did not connect the marina with downtown (No near-term economic benefit)
- The two-part project to connect downtown is too long to complete and too expensive (More money and time)
- Public safety concerns remain (The step structure is an attractive nuisance for night-time activities)
- The children's slide and splash pad on this hillside makes no sense. (See below)

Children's Slide and Splash Pad:

Why would the city place a children's slide and splash pad area into an ADA switchback pathway on a landscaped hillside? Even the new Midway Park design, which has great features for all (young and old), did not propose a splash pad. Too expensive to install/maintain and requires a great deal of space.

Adding to the confusion is the fact it is a seasonal (summertime) feature and would be the only children's playground feature in the entire north marina/Beach Park area. There are no swings, jungle gyms, climbing structures - nothing. This is in an area where kids get the same thrill from Mother Nature and her tidelands and natural splash pools. There has also been little mention of potential health concerns associated with water features. Maintaining clean water quality is essential. In addition, this introduces a new element of liability with the city's first public water recreational facility.

The city should remove the splash pad features from any future Marina Steps plan:

- Too expensive to install
- Too expensive to maintain
- Seasonal with respect to usage (summertime only)
- Potential for health concerns related to water quality
- Increased liability exposure for a water park feature

Instead, the city should consider creating a designated Beach Park play area for kids. This has been missing for years. Traditional features (swing sets, jungle gyms, climbing structures, etc.) will attract family visits year-round, regardless of seasonal weather. A children's play area *should not* be placed on a landscaped hillside mixed in with active vehicle traffic at the top and pedestrian traffic on the adjacent switchback walkway. Such an area would be better placed on flat ground and have proximity to the beach and tide lands.

Best Use of Parcel A:

Our historic observation is that the "city" (council, administration and residents) does not know what they *really want to do* with that location. In prior years a boat stack was recommended and more recently a wide variety of best uses: a boutique hotel; a parking garage; a passenger ferry terminal (with parking); a retail building for rentals; additional residential (condos/apartments); etc. And now, some will say we know what's to be done. After all, we are fully invested in it – *Proceed with the Marina Steps Project as planned*. (We are not sure that will turn out to be the "legacy" some people anticipate.) 1984

It is important to note – this is the last parcel of undeveloped perimeter property on the marina floor. The city should carefully choose its best use. After that, all those new marina floor projects will consume open space from that setting. Therefore, the city must make this Parcel A decision considering what next big thing will come along. That opportunity may require the use of this property in the bargaining. That could include a passenger ferry terminal and its associated parking and traffic implications.

At this point, the city should preserve Parcel A for a future determination on its "best use." There are alternative options to connect the marina and downtown areas without total consumption of Parcel A. Those options should be developed into the city's Plan B.

To conclude, we would like to say that we are glad the city council has brought in new leadership for our city manager position. Katherine has already made a positive impact. Thank you for that. There are also *many* new leaders in the administrative staff who are off and running with an impressive start. The community needs and appreciates their help. We would encourage the city council and administration to address all these projects in today's setting, with today's community input, and today's city financials. We need the best path forward to ensure the city's future success.

Thank you for the opportunity to provide these comments for your consideration.

Bill & Patti

Bonnie Wilkins

From: Christine Alar <christinealar@yahoo.com>
Sent: Sunday, February 2, 2025 10:54 PM
To: _CityCouncil
Cc: carolinredondo; Lafcadio Darling
Subject: Save Redondo Pier

<p style="margin-right: 0in; margin-left: 0in; font-size: 15px; font-family: 'Calibri', sans-serif; margin: 0in; margin-bottom: 0.0001pt;">

<u>CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.</u> </p> <p style="margin-right: 0in; margin-left: 0in; font-size: 15px; font-family: 'Calibri', sans-serif; margin: 0in; margin-bottom: 0.0001pt;"> </p> <p style="margin-right: 0in; margin-left: 0in; font-size: 15px; font-family: 'Calibri', sans-serif; margin: 0in; margin-bottom: 0.0001pt;"> </p>

Hello,

I am writing to encourage the council to continue with plans to repair the Redondo Pier.

This pier offers a unique access to the water not available in other areas.

Not everyone can afford a boat to go out fishing , but everyone is welcome to use this public access for leisure, including fishing. That makes this pier an inviting and equitable attraction for the City of Des Moines . i feel the pier should be repaired and reopened for public use as community amenity that is hard to find.

Thank you!

Christine Alar

(Soundview Drive homeowner)

Sent from my iPhone

Good evening, Mayor, Deputy Mayor, Councilmembers, staff and neighbors. For the record, I'm Victoria Andrews, resident of Des Moines.

Once upon a time, there was a lovely little city on the water. The city's leaders got very excited about the potential of developers building a boutique hotel down by the marina. Various events were held to get residents revved up about the design, and then suddenly the proposed location was changed to right next to the pier. City leaders failed to remember that the pier and parking area had been funded by the state with steep requirements and penalties attached.

Not only that, but extensive repairs had just been completed there. But leaders were sure residents wouldn't mind giving up this public open space for the exciting hotel. They did not expect the reaction they got. Residents presented petitions signed by over 1,000 marina and park visitors. They spoke passionately at city council meetings and voiced their objections in writing to council members and the city manager. The hotel proposal was dropped.

The lovely city's residents are now experiencing *déjà vu*. City leaders want to create a "signature" destination called the Marina Steps. But they also need to rebuild the pier and boardwalk at Redondo. And they don't have enough money to do both. What are they to do?

Once again, I need to ask the council to think about needs vs. wants. It is clear from the impressive turnout of Redondo residents and their petition that this project should take priority over the Marina Steps. Is the council clinging to the Steps vision because it's sunk so much money and energy into it already that it's now dug in? Do you crave this legacy rather than the legacy of being prudent fiscal stewards of our meager financial stability?

The initial reason for developing the steps was to connect the downtown business district with the marina. Yet the council has chosen to put the horse before the cart, the steps before the connection to the steps.

When the CAC was invited to interview the city manager candidates prior to the general public, I was impressed, albeit in spite of myself, but the outsider, this Texan, and her response to my question about what she considered was most critical to her if she were to be our next city manager. She answered by including the two most important words to me: communication and planning.

The council fired Michael Mathias and the community was behind you in that decision. You hired Katherine Caffrey and we are behind you with that as well. We have already seen that she knows how to communicate. Now let her do the job you hired her to do: to help lead you, to help you PLAN.

I strongly recommend the third course of action presented on January 9th: re-evaluate with long-term development strategies, including the steps, 223rd Street, the estuary restoration project – including how it will impact beach park utilization – and commit to utilize funds already allocated for the Redondo pier and boardwalk improvements.

In addition to this study session, I ask you to consider holding a town hall where officials, staff and residents can have two-way communication about what we want our future to look like. Let Katherine and her new administration heads hear us. Put a pause on the steps while we examine where our limited budgets, both restricted and general funds, would have the greatest impact. Let Katherine lead you. That's what she's there for. Thank you.

Bonnie Wilkins

From: JOAN B <joanb222@msn.com>
Sent: Tuesday, February 4, 2025 9:43 AM
To: _CityCouncil
Subject: Upcoming Council Meeting

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Council,

I am writing regarding decisions to be made regarding the bond money. I strongly support the dry stacks as number one priority.

I am totally against the Marina Steps. I've never thought the steps were a good idea. While it sounds great linking downtown to the marina, what's in the downtown? Where are people supposed to park? The stairs are a total waste of money. However I would like to see the city move forward with the childrens play area that was to be incorporated at the bottom of the steps.

I also strongly support re-instating the Public Planning Commission.

Joan Baily

Central Des Moines resident.

Bonnie Wilkins

From: Lafcadio Darling <lafcadiod@yahoo.com>
Sent: Monday, February 3, 2025 2:40 PM
To: _CityCouncil
Cc: carolinredondo@gmail.com
Subject: Redondo Pier

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Hello -

I am a homeowner in the Redondo neighborhood (on Sound View Drive) and wanted to add my voice to support the City using its resources to preserve and save the Redondo Pier. The lovely Redondo boardwalk is used by people year-round of all types and is a vibrant part of the community. Giving broader access to the pier, fishing and other marine activity not only enhances the Redondo neighborhood but enhances quality of life for all nearby residents and gives those without waterfront homes access to our Puget Sound.

I am hoping the City and Council do everything they can to preserve and save this Pier.

Thanks
Lafcadio Darling

February 4, 2025

**DES MOINES CITY COUNCIL
21630 11TH AVENUE S, SUITE C.
DES MOINES, WASHINGTON**

ADDRESS | CITY, ST ZIP CODE

Subject: Study Session “MARINA STEPS, REDONDO PIER & BOND PROJECTS”

Dear Council Members and Planning Commission,

As a nearly 30 year resident of King County, the last 8 years as a resident of the city of Des Moines, I am writing to request that you formulate a vision for the next 25 years for our community so as not to waste time, money and resources slapping together pieces of improvements without a grand vision. As I walk the Marina District and city streets in an around city hall, running my daily errands on foot, I am saddened by the lack of sidewalks to enable my travels or a place that can I can call “town center”.

The notion of “if you build it, they will come”, is all well and good, but only seeing it in piecemeal is difficult to have buy-in. Where is the grand orderly growth vision for the city? For example, there were growing pains in the community of Kirkland, WA with traffic flow and water on one side, once upon a time, as well as hill side development. We can learn and improve on lessons learned in that community moving forward and I’m sure there are many others with their challenges.

Maybe all of Cliff Ave S needs to be reworked/widened, to get pedestrians easy access with maybe turning that road into a one-way for cars? Today it is a precarious walk on the mini park, cliff side of the road. If the steps do move forward, as I have seen preliminary designs for, I am all in favor of removing the children play features and water elements.

22005 6th Ave South, Des Moines, WA 98198

What about the property owners who have been allowed to leave their lots vacant that do not look well maintained? What are their plans? Why are they allowed to sit empty for so long?

As far as the Redondo dock is concerned, I feel strongly that with the rising tides due to global warming, it should be dismantled if not in use with the monies to be allocated to improvements in the Des Moines Creek Park, removing or renovating the structures that are in the park today that have moss topped roofs.

I appreciate all the council tries to take on and I am all about change for the good of the community. I also know in my heart that the right decisions will be made for the future. But I'd like to hear the long range goals for this change/gentrification of the community and how best we can work together and with the property owners for improvements.

SINCERELY,

Valerie A. Dodge

VALERIE DODGE
VALERIEDODGE@MSN.COM

ACCOUNT	AMOUNT	AMOUNT	AMOUNT
4100.00 ASSESMENTS	0.00		
4200.00 ALTERNATIVE INNOVATIVE OUT FEES	200.00		
4300.00 TRANSFER FROM GENERAL RESERVE	0.00		
4400.00 TRANSFER FROM GENERAL RESERVE	0.00		
4500.00 TRANSFER FROM GENERAL RESERVE	0.00		
4600.00 OTHER	1.00		
TOTAL INCOME	201.00	201.00	201.00
5100.00 OFFICE EXPENSES	3,564.77	4,000.00	2,210.41
5200.00 FUEL OR CLEANING	254.50	2,000.00	0.00
5300.00 GENERAL LIABILITY	0.00	25,000.00	29,105.00
5400.00 LEGAL PROFESSIONAL	0.00		2,048.50
5500.00 MISCELLANEOUS	0.00		0.00
5600.00 PERMITS/TAXES/LICENSES	857.00	1,000.00	405.00
5700.00 TRAVEL	0.00	100.00	0.00
5800.00 TELEPHONE	0.00	0.00	0.00
5900.00 UTILITY	0.00	0.00	0.00
6000.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
6100.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
6200.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
6300.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
6400.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
6500.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
6600.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
6700.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
6800.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
6900.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
7000.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
7100.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
7200.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
7300.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
7400.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
7500.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
7600.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
7700.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
7800.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
7900.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
8000.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
8100.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
8200.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
8300.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
8400.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
8500.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
8600.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
8700.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
8800.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
8900.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
9000.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
9100.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
9200.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
9300.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
9400.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
9500.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
9600.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
9700.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
9800.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
9900.00 REPAIRS TO GENERAL RESERVE	0.00	0.00	0.00
TOTAL EXPENSES	4,676.27	25,000.00	31,368.91
TOTAL BALANCE	201.00	201.00	201.00

Bonnie Wilkins

From: Patricia Fairbanks <pat_fairbanks@comcast.net>
Sent: Monday, February 3, 2025 7:21 PM
To: _CityCouncil; Katherine Caffrey
Subject: Marina Steps.

[CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.](#)

I have lived in Des Moines for 30 years. The steps are ridiculous. There is no way most of us could do that many steps. What we need is a way to get boats in and out of the water at the Marina. When my children were little, there was equipment for kids to play on. That is what we need also. Don't waste our money.

Pat Fairbanks.

Polly Kimmel
22005 6th Ave. S. #207
Des Moines, WA 98198

February 6, 2025

Des Moines City Council

RE: Marina Steps, Redondo Pier & Bond Projects

Dear Council,

I recently became aware of the Marina Steps, Redondo Pier, and Bond Projects. Regarding the Redondo Pier, I am concerned that if it is not restored soon, we will have to pay for the demolition of the entire pier which could be a complete waste of money and nothing to show for it. I would like to see the pier restored.

Regarding the Marina Steps, I am concerned about the lack of cohesive city plan that would merit such a gigantic outlay of funds for the Marina Steps. Our town needs more attention to the commercial offerings, charm, and overall draw of the town itself. Why would boaters want to come to Des Moines, WA what does it have to offer? Do we have a reciprocal agreement with the Seattle Yacht Club, or other yacht clubs? How has the Ruston area or Gig Harbor become great boaters' destinations? I know that many boaters like some physical activity after being on a boat for a great length of time, what about pickleball courts and more walking options, bowling or put-put golf that are all within a reasonable walking distance? What are we doing to draw franchises to the area that would serve to offer points of interest, activities, and restaurants to the area? What are we doing to curb the impact of 509 traffic running straight through the heart of the city, what are we doing to become more pedestrian friendly? What are we doing to lose the appearance of a "strip mall" town and incorporate a thematic appearance and appealing face? I have so many questions that the Marina Steps project does not address. I also think that the water feature on the Marina Steps should be fully scrapped, we are not a town of small children, our demographic is more retired grandparents. I would be more amenable to something that allows for safer walking down to the Marina, but I think the cost of the massive Marina Steps project as it stands now is not advisable considering all the other issues the city needs to address. I could agree to something that was massively scaled down as far as the steps, using $\frac{1}{4}$ to $\frac{1}{3}$ of the budget, then apply the rest of the budget to the issues that I have raised.

Regards,



Polly Kimmel

**To: Des Moines City Council & Katherine Caffrey City Manager
21630 11th Avenue S. Suite A
Des Moines, WA 98198**

**From: South Shores Condominium Association Board of Directors
22315 6th Ave S.
Des Moines, WA 98198**

Members of Des Moines City Council and City Manager Caffrey,

South Shores Condominium association is writing to express our concerns regarding the upcoming Marina Steps Project which is set to be constructed on the steep slope starting at the city owned South 223rd Street, Cliff Ave. S., and Overlook 1 Park Rights of Way. The project includes extensive construction on the adjoining hillside and Des Moines Marina property adjacent to South Shore Forty-eight-unit residential property. As this project involves hillside excavation, significant dirt infill and compaction, and concrete work, we are concerned about the potential impacts on our property. The condominium buildings are located above the Marina floor at the crest of a steep slope that was previously damaged by the City's storm drain blowout approximately thirty years ago. We are concerned this project will put our property, building, foundations, and structure in a precarious situation.

Given the nature of the construction activities, the South Shores Homeowners Association Board of Directors anticipates potential issues.

- **Structural Damage:** Vibrations from construction may cause cracks in walls, ceilings, and foundations of our buildings.
- **Soil Settlement:** The displacement of soil beneath our foundations could result in uneven settlement, compromising the structural integrity of our buildings.
- **Slope Stability:** Vibrations may destabilize the slope, leading to landslides or soil erosion which could cause severe damage to our property.

We request that the City of Des Moines take these actions to protect our property.

- **Documentation:** City of Des Moines to evaluate and document the susceptibility of South Shores buildings' external and internal conditions, including the stability of ground beneath the building.

- **Preventive Measures:** City of Des Moines to ensure that all available protection measures are in place to protect South Shores structures including the stability of the ground beneath the buildings.
- **Seismic Monitoring:** City of Des Moines to implement a seismic monitoring plan to ensure that the construction activities do not exceed acceptable safety levels and cause damage to South Shores property and all other nearby structures.
- **Mitigation Measures:** City of Des Moines to ensure the use of vibration equipment and techniques to minimize the impact on South Shores property and surrounding buildings.
- **Safety and Security:** City of Des Moines to create and implement, (with adequate funding), a “Marina Steps Safety & Security Plan” into perpetuity. The plan should not be subject to current or future “City General Fund budget shortfalls.” The plan should include the City’s acceptance of all damages to South shores Condominiums property. The plan includes South Shores Condominium and surrounding Marina Neighborhood.
- **Insurance Coverage:** City of Des Moines to ensure that adequate insurance coverage is in place to compensate for any and all property damage and quality of life impacts to South Shores property resulting from the Marina Steps construction activities, including a post-construction re-evaluation of the building and geotechnical evaluation of the hillside stability.
- **Compensation for damages:** City of Des Moines to establish a clear process for reporting and compensating all property damage and quality of life impact experienced by South Shores Condominium residents during and after the construction period.

It is imperative that the City of Des Moines take these proactive measures to ensure that the Marina Steps project is conducted responsibly, ethically and with transparency. Minimizing the impact on South Shores Condominium community and Marina neighborhood.

Thank you for your attention to this important matter. We look forward to your prompt response and dialog.

Respectfully,
Sally Traynor SCCA 2nd Vice President
Sallyt6@msn.com 206-817-8434

Bonnie Wilkins

From: Timothy Joslin <timcheriljoslin@gmail.com>
Sent: Saturday, February 1, 2025 2:20 PM
To: _CityCouncil
Cc: Carol Coleman
Subject: Repairing Redondo Pier!

[CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.](#)

We think reopening the Pier would be an excellent idea and would complement the existing boardwalk and park/ picnic area. Tim + Cheril Joslin @ 28772 Redondo Beach Dr S. Des Moines, Wa. 98198.

Dear City Council and City Manager,

Let's Rethink the Marina Steps Concept and redesign and widen Cliff Ave. and 223rd all the way up to the business core at Marine View Drive.

I have been so delighted with the new public walkways, art work, seating and viewpoints on the north end of the Marina. It reminds me of the Edmonds Marina. It is a great place to walk and to meet friends. My thanks to the City of Des Moines for these outstanding improvements.

Unfortunately our city, like so many others, finds itself in a new economic reality from a few years ago. As the Marina Steps Project bids have come in over budget, the City Council is studying ways to move forward.

Let's rethink the Marina Steps concept. With current budget restraints, the project will not meet its stated goals. The top of the stairs at 223rd does not connect to anything, the business district is blocks from there, and grants for improvement of that street appear to be years away.

Rather than steps, let's envision widening, improving and adding art work to the already existing, Cliff Ave. and 223rd St. all the way up to Marine View Drive. It would be an extension of our north Marina improvements, further uniting our new Outlook Parks, The Beach Park and the Marina (not to mention the mural and obelisk commemorating the "1947 Maury Island Incident!"). The views from any of these vistas rival anything in all of Washington!

I am a long time resident of Des Moines. Since the 1960's, I have worked, lived, owned a home, raised a family, had boats in the marina, volunteered and been active in community organizations, and had much fun in Des Moines. I love my city and care deeply about preserving its public spaces.

Thanks for all you do for our city, your dedication is appreciated.
Thank you for considering my opinion.

With respect,
Trish Keenan

CITY COUNCIL STUDY SESSION

Speaker Sign-Up Sheet



Comments from the public must be limited to the items of business on the study Session Agenda Please sign in prior to the meeting and limit your comments to three (3) minutes.

February 06, 2025

✓ Kay Vann

Redondo

✓ Pier

NAME (PLEASE PRINT)	ADDRESS	TOPIC	PHONE/E-MAIL ADDRESS
✓ Patrice Thorell	22017 6th Ave S. Des Moines, WA	Marina - Option 4 New Project	206-366-5665 patricethorell@gmail.com
✓ Bill Lawcott	22335 6th Ave S	Steps Pier Des Moines	206-445-2099
⊗ MARIA BATAYOLA	15353 SE 49th Belter	✓ AIRPORT COMMITTEE	batayolam@fixtheharm.org
⊗ SUSAN White	2874 Z Rdo Berkey Dr	✓ " "	253-670-6096
✓ Kathryn Coulbourn	601 S 227th St 2115	Marina Steps ferry	425-736-2244
il. JOHN HARTMAN	807 S 280th St #807B	Pier	johnmarkhartman@gmail.com
✓ Melanie Berlow	Bayshore	Pier	206-941-5112 melanieadesign
✓ Lloyd Lytle	23929 MVD	Planning Commission	lloydlytle@import.com
✓ Victoria Andrews	815 S 216th, G134 DM	" Marina Steps	VAAndrews@msn.com
✓ Mark Eide	28303 Sound View Dr. S. #202	Pier	mark-eide@msn.com
✓ Dina Rohm	28704 Redondo Beach Drive S.	Redondo pier	206-304-3775 dxafooster@gmail.com
✓ Coralyn Beck	307 S 308th St Federal Way WA 98003	Redondo pier	206-858-0576 Coralyn.beck@gmail.com
✓ Jim Irish	⊗ Zenith	Against VE	

DES MOINES CITY COUNCIL
PUBLIC COMMENT 2-6-25
SeaTac Airport Community Coalition for Justice (STACC4J)
Maria Batayola, Steering Committee Chair
batayolam@fixtheharm.org c 206 293 2951
Lynda Wong, Project Manager wongly@fixthehram.org

Public Comment re: Formation of Des Moines Council Airport Committee

Honorable Des Moines City Council,
Thank you for the opportunity to give public comment on your intent to form the Des Moines Council Airport Committee.

My name is Maria Batayola. I chair the Steering Committee of SeaTac Airport Community Coalition for Justice, STACC4J for short, I am here with our Project Manager Lynda Wong.

Some information about us: Our coalition consists of Beacon Hill Council, El Centro De La Raza, King County International Airport Community Coalition, Quiet Skies Puget Sound and 350 Seattle Aviation team. Our website fixtheharm.org has more info on what I will be sharing.

- Our vision is “Healthy aviation communities & healthy workers” We cannot separate the two.
- Our story is simple – we want to raise the lived experience of our neighbors – the health, environmental and climate impact that needs to be addressed.
 - Less than half a million people (419,761) residents are aviation impacted communities living near SeaTac Airport and under its flight paths with 64% people of color and 29% immigrants and refugees. When we looked at the numbers, we say that the voices of people of color, immigrants and refugees are missing. The population makes it a justice issue because we learned from studies and from Covid that people of color, immigrants and refugees are negatively impacted harder and faster.
 - Remember, communities like mine under SeaTac Airport flight paths are not recognized by FAA, there is a limited noise mitigation program only those close to SeaTac Airport and no air pollution mitigation program.
- Early on, I looked at the 7 levels of government rules that influence our issue. I am heartened that the times have changed for our aviation advocacy. We have more tools to make our issues visible.
 - When we started at Beacon Hill in 2016, we did not have a study. We now have a King County public health study that talks about the respiratory, cardio, low birth weight, sleep disruption and learning impacts among others and maps out shortened life span by 5 years at 1 mile, 3 years at 5 miles and 1 year at 10 miles of SeaTac Airport.

- We worked hard to pass a law led by CM Girmay Zahilay to amend the King County Climate Action Plan to include aviation emissions that is now measured at 15% of transportation, and has a Joint Task Force that reported the carbon reduction or greenhouse gas reduction strategies and tactics will take a long time so what do we do with the health, environmental and health impacts on our children, families, elders.
- No one would have imagined the tremendous increase in flights that we experience now. It's only a matter of time before airplane distances will no longer be safe.
- You have an incredible resource with Councilmembers JC Harris seatacnoise.info

- We called our campaign “Fix The Harm” and with SeaTac Airport’s 87,000 more flights on top of the current 420,000 flights, a 20% service expansion plan called SAMP, we pivoted to No Added Harm letter of concern campaign. Through that campaign, we have 7,000 signatories and 40 organizational partners.

With Presidential orders to slowdown, de-staff EPA environmental justice, the CDC, we now must turn to our local jurisdictions at the state, county and city level where we can change rules and mitigate negative health, environmental and climates impacts.

We are encouraged by your desire to establish an Airport Committee given you are directly impacted as a city.

You had asked for input in these areas:

- Size – I personally recommend 5 – 9 seats with 3-5 for community, 1-2 for health and 1-2 for climate/environment.
- They can engage community, technical academic resources based on the issue.
- Provide staff for the Committee and provide resources for translation/interpretation.
- Include in its scope the health, environment, climate, tree preservation and growth and economic impacts. It is critical that a study be done as to what the economic impact on your city as well as others to clarify the tension between economic health and people’s health, environment and the earth’s climate.
- We hope that you learn from our experience. Our internal challenge is our limited capacity, therefore, our job is not to fall into technical, administrative and legal rabbit holes because that is not our community expertise. Our expertise is in our lived experience. We’ve been successful seeking partners who can help us in those areas.

In closing, we all need to work together because we are in this together. There are less than half a million people impacted. We encourage you to you keep your story simple and focused on raising the health, environment and climate impacts on your residents and communities. We are in this together, and Yes, We Can. Thank you.

END



Quiet Skies Puget Sound: Aviation Committee 2.0 Comments

OVERVIEW:

- Context - the Airport/SAMP/EA Situation Today:
bad/good
- Committee 2.0 – threshold questions
- Recommendations





Quiet Skies Puget Sound: Aviation Committee 2.0 Comments

Context: what's bad

- SAMP draft Environmental Assessment (EA): 87,000 more annual flights carry catastrophic public health consequences to children, elderly, social and environmental justice communities
- EA – reflects 4600 pages of no meaningful Port collaboration or mitigation
- EA evidences StART, Highline Forum are “box checks” as far as airport expansion concerned
- To observers, not clear council on same page as to gravity of the impacts of airport expansion on our public health and environment.





Quiet Skies Puget Sound: Aviation Committee 2.0 Comments

Context: what's good

- Opposition to SAMP lining up – EPA, cities, growing number of advocacy groups
- Federal representative Adam Smith's office
- State level
 - District Senators, Reps historically terrific
 - Growing numbers of advocacy groups engaged
- Legal/regulatory framework positive for push back
- FAA outdated science regulations being questioned





Quiet Skies Puget Sound: Aviation Committee 2.0 Comments

Threshold Questions Framing Committee 2.0

- **Question #1:** Does City believe the available science and studies have established the public health harms from aviation noise and pollution?
- **Question #2:** Based on SAMP EA, do we all agree there is no remaining evidence-based reason to believe the Port will voluntarily limit its own expansion, even knowing of these harms to public health?
- **Question #3:** Will this City bargain public health for airport expansion-related economic development?
- **Question #4:** Will Committee's primary 2025 objective be anything other than preparing City to fully oppose the anticipated adverse FAA Record of Decision on the EA?





Quiet Skies Puget Sound: Aviation Committee 2.0 Comments

Aviation Committee 2.0 – Recommendations:

1. The Prioritized Project: prepare City for legal response to adverse FAA Record of Decision on SAMP EA
2. Provide training, technical support (include legal) for the Prioritized Project
3. Seek to work, and co-finance, with partner cities
4. Transparency: frequent reports to council and public; create media and outreach plans to support public awareness, participation, partnerships, and advocacy
5. Adopt approach of 2017 Committee...





Quiet Skies Puget Sound: Aviation Committee 2.0 Comments

From 2017 Committee 1.0 Report to Council:

AD HOC **AVIATION ADVISORY COMMITTEE**
CITY OF DES MOINES
OCTOBER 12, 2017
REPORT NO. 1

- What – the mission
 - Define our quality of life in relation to aviation
 - **Prioritize strategies and actions to assure the preservation of our quality of life**
 - **Lead not follow**

AD HOC **AVIATION ADVISORY COMMITTEE**
CITY OF DES MOINES
OCTOBER 12, 2017
REPORT NO. 1

- How – tone and substance
 - **The metaphorical punch**
 - The smartest man/woman in room
 - Hard work
 - Know the players
 - Don't reinvent wheels shared with us
 - **Strategic use of experts/consultants**





Quiet Skies Puget Sound: Aviation Committee 2.0 Comments

THANK YOU!

Steve Edmiston

Des Moines

(206) 372-6647

steveedmistonQ45@gmail.com

