

## AGENDA

DES MOINES CITY COUNCIL  
City Council Chambers  
21630 11th Avenue S, Suite C.  
Des Moines, Washington  
Thursday, May 1, 2025

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

### CITY COUNCIL COMMITTEE OF THE WHOLE 5:00 p.m. - 5:50 p.m.

#### CALL TO ORDER

#### COMMITTEE OF THE WHOLE ITEMS

- Item 1. ALARM SYSTEMS AND FALSE ALARMS CHAPTER 9.10 DMMC UPDATES  
[Alarm Systems and False Alarms Chapter 9.10 DMMC Updates](#)  
[Alarm Code Fee Update PowerPoint](#)
- Item 2. MIDDLE HOUSING  
[Middle Housing](#)  
[Middle Housing Regulations Update PowerPoint](#)

### CITY COUNCIL STUDY SESSION, 6:00 p.m. - 9:00 p.m.

#### PLEDGE OF ALLEGIANCE

#### ROLL CALL

#### CORRESPONDENCE

#### 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. CITY LOGO DISCUSSION  
[City Logo Discussion](#)  
[Logo Discussion With Updates PowerPoint](#)
- Item 2. COMPREHENSIVE PLAN UPDATE  
[Comprehensive Plan Update](#)  
[Comprehensive Plan Update PowerPoint](#)  
[Comp Plan Changes 5.1.25](#)

**EXECUTIVE SESSION**

**NEXT MEETING DATE**

May 08, 2025 City Council Regular Meeting

**ADJOURNMENT**

[Projected Future Agenda Items](#)

**COMMITTEE OF THE WHOLE**

BUSINESS OF THE CITY COUNCIL  
City of Des Moines, WA

SUBJECT: Alarm Systems and False Alarms  
Chapter 9.10 DMMC Updates


FOR AGENDA OF: May 1, 2025

DEPT. OF ORIGIN: Legal

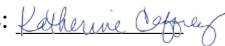
ATTACHMENTS:  
1. None

DATE SUBMITTED: April 21, 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: 

**Purpose and Recommendation**

The purpose of this item is to discuss with the Committee of the Whole existing alarm licensing codes and false alarm fees that have not been updated for almost 20 years. Staff is seeking direction on appropriate fees prior to bringing an updated code to the City Council for review and approval.

**Background**

At the April 3, 2025 Committee of the Whole meeting, Chief Boe gave a presentation on contracting with False Alarm Management Solution for alarm administration. This includes, among other things, handling alarm registrations, collecting the registration fee(s), and billing for false alarms which prompted a review of our current laws and fees. This review showed that the fees for registration, late payments, and false alarms have not been updated since 2006.

Currently the City charges \$25 for alarm registration and \$25 for late payment. For false alarm fees, the City charges different fees depending on how many false alarms one user has within a twelve month period. The City allows two false alarms where the alarm user is sent a notice with no fine, upon the

third false alarm the alarm user is charged \$100, and after the fourth or more false alarm the alarm user is charged \$200 or the actual cost of response as determined by the Chief of Police.

The language of DMMC 9.10.090(4) states that the fees should be based on the actual costs of a two officer response. However, since 2006 the number of officers who respond to alarm calls has changed and for certain types of alarms more officers respond. For a standard alarm, usually two officers respond; for a duress or panic alarm, it is customary for three to respond; for holdup alarms, every available officer on duty is sent to respond.

### **Discussion**

We are requesting guidance from the Council on two questions:

1. Should the alarm registration, renewal, and late fees should be changed? If so, to what amounts?
2. Should the false alarm fees be changed? If so, to what amounts?

To assist the Council, attached is a chart of the fees charged by neighboring cities. Most of these cities have comparable registration and late fees, but there is a bit more variance in their false alarm fees. It should be noted that all but two of these cities have not updated their fees within the last 6 years; the two that have more recently set their false alarm fees have set them higher than the others.

#### **Should the alarm registration, renewal, and late fees should be changed? If so, to what amounts?**

The alarm registration and renewal fee is paid by alarm users every year to register their alarm with the City. The annual fee is currently set at \$25. This is consistent with neighboring cities who charge a fee, although it should be noted many cities do not charge a fee. Staff's recommendation is to either keep the fee at \$25 or only raise it slightly.

#### **Should the false alarm fees be changed? If so, to what amounts?**

For false alarms there are three different fee structures used by the cities shown in the chart. Some cities just charge one flat rate for each false alarm within a certain period of time. Others impose graduated fees depending on the number of false alarms within a certain period of time; this is how our current fees are structured. Yet others base their fee amounts on which type of alarm is triggered, which is due, as stated above, to the differing size of officer response depending on the alarm. Adopting the third approach would allow the City to recoup fees closer to the actual cost of officer response and is recommended.

Only certain cities in the chart allow a "no fine" notice for a first false alarm, and of those only one allows more than one. Given that by the time of accruing a second false alarm the City has already expended resources for the first false alarm, we recommend joining the majority of these cities and only allow one no cost false alarm within a twelve month period.

*The cost of response to an alarm is highly variable depending on the number of officers required, total staff time involved, equipment deployed and risk factors identified in the response. A general burglary type alarm with two officer response and a building search will take approximately 30 minutes from time of call to time officers clear. Their labor, overhead cost, call receiving and dispatching costs and vehicle wear/tear combined cost the city approximately \$150-200. Costs increase for "high risk" alarms, such as panic or robbery alarms that require more officers and the use of tech such as drones in the response.*

Below are staff's recommendation:

<b>Number of False Alarms (within a 12 month period)</b>	<b>Fine</b>
1	\$0
2	\$100 – standard alarms \$150 – duress or panic alarms \$200 – holdup alarms
3	\$150 – standard alarms \$200 – duress or panic alarms \$250 – holdup alarms
4 or more	*\$200 (each) – standard alarms *\$250 (each) – duress or panic alarms *\$300 (each) – holdup alarms

<b>Fees</b>	<b>Des Moines (Current)</b>	<b>Auburn</b>	<b>Burien</b>	<b>Fed Way</b>	<b>Issaquah</b>	<b>Kent</b>	<b>Renton</b>	<b>Seatac</b>	<b>Tukwila</b>
<b>Registration</b>	\$25 annually	\$24 annually	none	\$25 annually	\$24 annually	None	\$25 one time	None	None
<b>Late</b>	\$25	\$25	N/A	\$50	\$25	N/A	\$25	\$25	N/A
<b>False Alarm</b>	1 & 2 – free 3- \$100 4 - \$200	1 - free *Burg. - \$100 *Rob./Panic/Burg. CIP - \$200 Non-registered - \$100	\$150 each \$100 for call cancellation	Burglary: 1 & 2 – free 3 - \$50 4 - \$100 5 - \$150 6+ - \$200  Robbery: 1 & 2 – free 3 - \$75 4 - \$150 5 - \$225 6+ - \$300	Burg. - \$100 Rob./Panic/Duress - \$200 Non-registered - \$200	\$10 each	1 – free 2 - \$100 3+ - \$250  Non-registered - \$50	1 – free 2+ - \$100   * FA fees are per 6 mo. Period	1 – free 2+ - \$250
<b>Year of Last Change</b>	2006	2009	2004	unknown	2009	1986	2019	2003	2021



# ALARM CODE FEE UPDATE



# CITIES FEES

Fees	DM current	DM proposed	Auburn	Burien	Fed.Way	Issaquah	Kent	Renton	SeaTac	Tukwila
Registration	\$25/yr.	\$25/yr.	\$24/yr.	None	\$25/yr.	\$24/yr.	None	\$25 one time	None	None
Late	\$25	\$25	\$25	N/A	\$50	\$25	N/A	\$25	\$25	N/A
False Alarm	1 & 2 - free 3- \$100 4 - \$200	1 - free 2 - \$100 standard - \$150 dur/panic - \$200 hold up 3 - \$150 standard - \$200 dur/panic - \$250 hold up 4+ - \$200 standard - \$250dur/panic - \$300 hold up	1 - free Burg. - \$100 Rob./Panic/Burg CIP - \$200 Non-reg. -\$100	\$150 ea. \$100 call cancel.	Burglary: 1 & 2 - free 3 - \$50 4 - \$100 5 - \$150 6+ - \$200  Robbery: 1 & 2 - free 3 - \$75 4 - \$150 5 - \$225 6+ - \$300	Burg. - \$100 Rob./Panic/ Dur. - \$200 Non-reg.-\$200	\$10 each	1 - free 2 - \$100 3+ - \$250 Non-reg. - \$50	1 - free 2+ - \$100  * FA fees are per 6 mo. Period	1 - free 2+ - \$250
Year of Last Change	2006		2009	2004	Unknown	2009	1986	2019	2003	2021

**COMMITTEE OF THE WHOLE**

BUSINESS OF THE CITY COUNCIL  
City of Des Moines, WA

SUBJECT: Middle Housing

FOR AGENDA OF: May 1, 2025


ATTACHMENTS:

- 1. Proposed Middle Housing Draft Ordinance

DEPT. OF ORIGIN: Community Development

DATE SUBMITTED: April 24, 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: 

**Purpose and Recommendation**

The purpose of this agenda item is for the Council to consider the proposed Middle Housing Regulations and provide staff direction

**Background**

The 2023 Washington State legislative session passed several housing and land use bills, including House Bill (HB) E2SHB 1110 related to Middle Housing, and ESHB 2321 in 2024 which modified middle housing requirements in HB 1110. HB 1110 aims to create more homes for Washington by increasing middle housing in areas traditionally dedicated to single-family detached housing. State law requires all local governments in Washington State planning under the Growth Management Act to update their regulations to comply with HB 1110 by June 30, 2025.

Middle housing is defined as buildings that are compatible in scale, form, and character with single-family houses and contain two or more dwelling units. Middle housing types can include duplexes, townhouses, cottage housing and others. Depending on the proximity to transit, between two and six housing units per lot would be allowed, provided development standards such as yard setbacks and lot coverage are met.

In accordance with RCW 36.70A.635(1), as a Tier 2 city with a population between 25,000 and 75,000, the development regulations for zoning districts in Des Moines which are predominantly for residential use must be adjusted to permit the following:

- The development of at least two units per lot on all lots,
- The development of at least four units per lot in cases where a lot is within one-quarter mile walking distance of a major transit stop, and
- the development of at least four units per lot in cases where at least one unit is affordable housing. Provided, that these standards do not apply after subdivision below 1,000 square feet. In all cases the number of units per lot applies unless zoning permitting higher densities or intensities applies and cities are not required to allow accessory dwelling units or middle housing types beyond the density requirements.

In 2023, the Washington State Department of Commerce provided the City a \$75,000 grant to help fund the preparation and adoption of comprehensive plan policies and development regulations to implement the requirements of HB 1110 related to middle housing. City staff has worked with consultants from AHBL for this scope. Contract tasks include:

- Preparation of a Public Engagement Plan (PEP);
- Preparation of station area influence mapping, including identification of existing land uses, impervious surface coverage, critical areas, and high-capacity transit stations. The purpose of the maps will be to establish land capacity for the construction of middle housing units and areas that will require additional infrastructure support;
- Preparation of a memorandum that identifies the menu of choices that City decision-makers can use to evaluate options for the production of middle housing in Des Moines;
- Preparation of draft middle housing development regulation amendments; and
- Assistance related to the adoption of middle housing development regulations and comprehensive plan updates.

### **Discussion**

Tonight's discussion will focus on proposed amendments to Des Moines Municipal Code (DMMC) 18.01.050 Definitions, DMMC 18.52.010A Residential Use Chart and Limitations, DMMC 18.210.090(15) Loading Areas and Off-Street Parking, DMMC 18.235.020 Design Review, as well as adding a new chapter entitled 'Middle Housing Provisions and Chapters'.

City staff conducted a review of Des Moines' existing regulations to ensure compliance with HB 1110 and the Washington State Department of Commerce's Guidance for Middle Housing in Washington State. As a result of the review, proposed code amendments address affected zoning districts, middle housing types allowed, permitted unit density in coordination with accessory dwelling units, affordable housing provisions, requirements for multi-family recreation areas, design standards, and infrastructure standards.

### **Rationale:**

**Zoning Districts.** HB 1110 applies to zones predominantly for residential use, excluding portions designated as environmentally critical areas or lots created through the splitting of a single residential lot. The zoning districts include:

- R-SE: Suburban Estate Zone;
- R-SR: Suburban Residential Zone;

- Single Family Residential (SFR) Zones designated as: RS-15,000; RS-9,600; RS-8,400; RS-7,200 and RS-4,000;
- RA-3600: Attached Townhouse and Duplex 3,600 Zone; and
- RM-2400: Multifamily 2,400 Zone.
- Those excluded are RM-1,800, RM-900 and RM-900A as these zones already allow development to meet or exceed densities required by HB 1110 and/or already allow for a variety of housing types.

**Middle Housing Types.** As a Tier 2 city, Des Moines must accommodate at least six of the nine middle housing types described in HB 1110. Based upon input from the public and City Council and subject to allowed density, the following middle housing uses are permitted by right in the zoning districts above:

- Duplexes – units may be stacked or side-by-side;
- Triplexes;
- Fourplexes;
- Townhouses;
- Stacked flats; and
- Cottage housing.
- Those not selected are fiveplexes, sixplexes and courtyard apartments as these would exceed the maximum density in most areas.

**Unit Density.** HB 1110 requires the following minimum unit density on all lots regardless of lot size (greater than 1,000 square feet), unless zoning permits higher densities:

- Two units per lot on all lots;
- Four units per lot in cases where a lot is within one-quarter mile walking distance of a major transit stop (as defined by HB 1110); or
- Four units per lot in cases where at least one unit is affordable housing as defined and conditioned in HB 1110.

As proposed, Accessory Dwelling Units would count toward the allowed unit density.

**Affordable Housing.** For Tier 2 cities, four units per lot are permitted on all lots if at least one unit meets the requirements associated with affordable housing in HB 1110. This includes costs that do not exceed 30 percent of the monthly income of a household that does not exceed 60 percent of the median income for rental housing or 80 percent for owner-occupied housing, a recorded deed restriction for not less than 50 years, and comparable design and functionality of the other units. It is not clear the costs or requirements to the City associated with tracking and managing the affordable housing units should properties choose this option. Some Cities have chosen to allow at least four units on all lots for the simplicity of implementation of staff and the public.

**Multifamily Recreation Areas.** Chapter 18.155 DMMC Multifamily recreation areas will apply to middle housing developments with four units or more, provided that requirements for preadolescent play space improvements shall not apply to middle housing and the chapter would not apply to cottage housing which has its own common space requirements.

**Design Standards.** Administrative design review standards may be applied to middle housing in order to promote compatibility with other residential uses. These include de-emphasizing the visual impact of garages and driveways from the street, providing pedestrian routes between buildings and street, and HB 1110 requirements for cottage housing standards. Middle Housing would be subject to the same dimensional standards, including yard setbacks and lot coverage.

**Infrastructure.** Des Moines requires a minimum of two off-street parking stalls for single-family homes. Under HB 1110, no off-street parking shall be required for Middle Housing within one-half mile walking distance of a major transit stop. A maximum of one off-street stall per unit may be required on lots smaller than 6,000 square feet and two stalls per unit for lots greater than 6,000 square feet. These provisions would not be required to apply to lots within a one-mile radius of Sea-Tac Airport. However, currently there is legislation (SB 5184) being sent to the Governor for signature that would limit City's ability to regulate parking. The Bill states that the City may not require any parking minimums for residences under 1,200 square feet and no more than .5 parking spaces per multifamily and one space per single family residence. The City would be required to implement these parking requirements within three years.

**General Questions:**

1. Do the draft Middle Housing regulations accurately capture the Council's goals and expectations?
2. Does the Council have any recommended changes for the draft Middle Housing regulations?

**Next Steps:**

The next steps in the Middle Housing regulation update process includes addressing any outstanding Council questions/additions, SEPA Review, finalizing Des Moines' Middle Housing regulations, and Council adoption by June 30, 2025.

**ORDINANCE NO. \_\_\_\_**

**AN ORDINANCE OF THE CITY OF DES MOINES, WASHINGTON** relating to zoning and the regulation of middle housing, amending chapters 18.01, 18.52, 18.210, and 18.235 of the Des Moines Municipal Code (DMMC) and adding and codifying a new chapter entitled “Middle Housing Provisions and Standards” to the Code.

**WHEREAS**, in 2023, the Washington State Legislature passed Engrossed Second Substitute House Bill 1110 (E2SHB 1110), as codified in chapters 36.70A, 64.32, 64.34, 64.38, and 64.90 RCW, which requires cities like Des Moines to increase development of middle housing in areas traditionally dedicated to single-family detached housing in order to create more homes for Washington, and

**WHEREAS**, in passing E2SHB 1110 (Chapter 332, Laws of 2023) the State legislature found that Washington is facing an unprecedented housing crisis for its current population and a lack of housing choices, and is not likely to meet affordability goal for future populations, and

**WHEREAS**, ESSHB 1110 became effective on July 23, 2023, and requires cities to regulate middle housing consistent with E2SHB 1110 six months after the next periodic comprehensive plan update required under RCW 36.70A.130, which is June 30, 2025, and

**WHEREAS**, Des Moines is a Tier 2 City, as defined in RCW 36.70A.635, which means a city with a population of at least 25,000 but less than 75,000 based on 2020 Washington State Office of Financial Management population estimates, and

**WHEREAS**, in November 2023, The Washington State Department of Commerce awarded \$75,000 in grant funding to the City of Des Moines supporting updates to its zoning codes to allow more middle housing in residential neighborhoods, and

**WHEREAS**, in December 2023, the City Council authorized the City Manager to sign the Middle Housing Grant Agreement (Contract No. 24-63326-113) between the City of Des Moines and the Washington State Department of Commerce, and

**WHEREAS**, in 2024, the Washington State Legislature passed Engrossed Substitute House Bill 2321 (ESHB 2321), as codified in chapters 36.70A, 64.32, 64.34, 64.38, and 64.90 RCW, which modifies middle housing requirements and the definition of transit stops found in ESSHB 1110, and

**WHEREAS**, the City of Des Moines Zoning Code currently does not define all required types of middle housing as distinct land uses, and

**WHEREAS**, the City of Des Moines Zoning Code currently does not meet required minimum density requirements for all lots in predominately residential zones, and

**WHEREAS**, nothing in this ordinance prohibits the city from requiring any development, including middle housing development, to provide affordable housing, either on-site or through an

in-lieu payment, nor limit the city's ability to expand or modify the requirements of an existing affordable housing program enacted under RCW 36.70A.540, and

**WHEREAS**, nothing in this ordinance requires the issuance of a building permit if other federal, state, and local requirements for a building permit are not met, and

**WHEREAS**, nothing in this ordinance affects or modifies the responsibilities of the city to plan for or provide "urban governmental services" as defined in RCW 36.70A.030, and

**WHEREAS**, the city shall not approve a building permit for middle housing without compliance with the adequate water supply requirements of RCW 19.27.097, and

**WHEREAS**, the city shall not require through development regulations any standards for middle housing that are more restrictive than those required for detached single-family residences, but may apply any objective development regulations that are required for detached single-family residences, including, but not limited to, set-back, lot coverage, stormwater, clearing, and tree canopy and retention requirements, and

**WHEREAS**, the same development permit and environmental review processes shall apply to middle housing that apply to detached single-family residences, unless otherwise required by state law, including, but not limited to, shoreline regulations under chapter 90.58 RCW, building codes under chapter 19.27 RCW, energy codes under chapter 19.27A RCW, or electrical codes under chapter 19.28 RCW, and

**WHEREAS**, many Goals, Policies and Implementation Strategies set out in the Comprehensive Plan support the adoption of Middle Housing regulations including:

- *Goal HOU 4* directs the City to encourage, through innovative land use and well-crafted regulations, a suitable mix of housing choices, and
- *Policy HOU 1.1* directs the City to provide, through land use regulation, a suitable mix of housing types to accommodate Des Moines' projected share of population growth, and
- *Policy HOU 4.1* directs the City to promote consistency with its Land Use Element's residential policies that focus on density, population, housing mix, and siting criteria, and
- *Policy HOU 4.4* directs the City to provide guidelines that encourage flexibility in housing types and ensure compatibility of surrounding neighborhoods, and
- *Implementation Strategy HOU 1.1.2* directs the City to promote, where appropriate, other "middle housing" types, as alternative means of accommodating residential growth and provide affordable housing options.
- *Implementation Strategies HOU 4.1.1 and 4.1.3* direct the City to encourage the construction of middle housing in single-family zoning districts when appropriate, and
- *Implementation Strategy HOU 4.4.3* directs the City to encourage middle housing to enable seniors the opportunity to remain in their own neighborhood and as their housing needs change, and

**WHEREAS**, as a Tier 2 city the city is required to accommodate at least six of the following nine middle housing types in zones which predominately allow residential use: duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing; and the following six middle housing types are found to be the most appropriate to fulfill the requirements in Des Moines: duplexes, triplexes, fourplexes, townhouses, stacked flats, and cottage housing, and

**WHEREAS**, public engagement and participation was gathered in many different ways including meetings with stakeholders and community members, development and maintenance of a project website, and a survey; and

**WHEREAS**, on June 8, 2023 the City Council adopted a Housing Action Plan (HAP) which identified that allowing Middle Housing was one way that interviewed stakeholders identified that options could be broadened to meet housing needs in the community, and adoption of this ordinance aligns with Strategy 3 as set out in the HAP to “Amend the development code to support housing options;” and

**WHEREAS**, the Council finds that the following zoning districts are zones designated predominately for residential use and allow single family residential homes in Des Moines and are therefore subject to E2SHB 1110 and ESHB 2321:

R-SE: Suburban Estate zone

R-SR: Suburban Residential zone

Single Family zones designated as: RS-15,000, RS-9,600, RS-8,400, RS-7,200, RS-4,000

RA-3600: Attached Townhouse and Duplex 3,600 zone

RM-2400: Multifamily 2,400 zone; and

**WHEREAS**, the Council finds that the following zoning districts are also zones designated predominately for residential use and which allow single family residential homes in Des Moines and are therefore subject to E2SHB 1110 and ESHB 2321, however, these zones already allow development to meet or exceed the densities required by the legislation, and additionally they already include a wide variety of housing types and therefore they are excluded from the middle housing provisions set out by this Ordinance:

RM-1800: Multifamily 1,800 zone;

RM-900: Multifamily 900 zone;

RM-900A: Multifamily zone; and

**WHEREAS**, the Council finds that the PR-R: Pacific Ridge Residential zone is designated for high-density uses, generally characterized with development regulations requiring a minimum building height of over 35 feet and in the zone single-family homes are not a permitted use, and therefore the zone is not appropriate for middle housing provisions set out by this Ordinance; and

**WHEREAS**, in accordance with RCW 36.70A.635(5) a city may count accessory dwelling units as dwelling units to achieve the unit density requirements in RCW 36.70A.635(1) and it is in the public interest to do so in Des Moines, and

**WHEREAS**, in accordance with RCW 36.70A.635(1), as a Tier 2 city the development regulations for zoning districts in Des Moines which are predominantly for residential use must be adjusted to permit the following: (a) The development of at least two units per lot on all lots, (b) The development of at least four units per lot in cases where a lot is within one-quarter mile walking distance of a major transit stop, and (c) the development of at least four units per lot in cases where at least one unit is affordable housing. Provided, that these standards do not apply after subdivision below 1,000 square feet. In all cases the number of units per lot applies unless zoning permitting higher densities or intensities applies and cities are not required to allow accessory dwelling units or middle housing types beyond the density requirements; and

**WHEREAS**, the Title 18 DMMC sets out development standards for the various zoning districts subject to this ordinance which do not need to be modified, in order to ensure that middle housing options that are introduced maintain a “house-scale” width, depth and height configuration in order to blend into the existing neighborhoods where they are allowed, sustaining neighborhood character; and

**WHEREAS**, the City conducts design review as set out in chapter 18.235 DMMC and changes to that Chapter are necessary to set our requirements for the purposes of promoting the compatibility of middle housing with other residential uses including single family homes, to de-emphasize garages and driveways as major visual elements along streets, to provide clear and accessible pedestrian routes between buildings and streets, and to implement the definition of cottage housing; and

**WHEREAS**, the City Council Economic Development Committee directed City staff to prepare an ordinance addressing ESSHB 1110 for City Council consideration, and

**WHEREAS**, during the course of developing the proposed ordinance, various means of public outreach were used including, but not limited to, public meetings, a middle housing webpage, presentations at various community groups, notification of public hearings, and

**WHEREAS**, the changes proposed by this ordinance have been processed in accordance with the requirements of the State Environmental Policy Act (SEPA), a final determination of non-significance was issued by the responsible official, and the appropriate comment and appeal periods have expired, and

**WHEREAS**, the textual code amendments proposed in a draft of this ordinance were provided to the Department of Commerce as required by RCW 36.70A.106, and

**WHEREAS**, notice of the public hearing was provided on **DATE** in accordance with the Des Moines Municipal Code, and

**WHEREAS**, a public hearing was held on **DATE** where all persons wishing to be heard were heard, and

Initial Draft for staff Review 3/3/2025

**WHEREAS**, the City Council finds that the Title 18 DMMC amendments contained in this Ordinance comply with the requirements of chapter 36.70A RCW and are appropriate and necessary to serve the general welfare of the public and adoption of the ordinance will bring the City into compliance with RCW 36.70A.635; now therefore,

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

Conflicts. In the event of a conflict between this ordinance and other development regulations applicable to middle housing, the standards of this ordinance control except that development within Shoreline Jurisdiction may have stricter requirements, which would take precedence.

**Sec. 1.** DMMC 18.01.050, Definitions, and section 5 of Ordinance No. 1591, as amended by section 1 of Ordinance No. 1628, as amended by section 1 of Ordinance No. 1655, as amended by section 3 of Ordinance No. 1661, as amended by section 3 of Ordinance No. 1669, as amended by section 15 of Ordinance No. 1671, as amended by section 1 of Ordinance No. 1697, as amended by section 3 of Ordinance 1714, as amended by section 2 of Ordinance 1719, as amended by section 1 of Ordinance 1737, as amended by section 1 of Ordinance 1750 shall be amended to add the following definitions:

“Administrative design review” means a development permit process whereby an application is reviewed, approved, or denied by the Director or the Director's designee based solely on objective design and development standards without a public predecision hearing, unless such review is otherwise required by state or federal law, or the structure is a designated landmark or historic district in accordance with chapter 18.215 DMMC. A city may utilize public meetings, hearings, or voluntary review boards to consider, recommend, or approve requests for variances from locally established design review standards.

“Cottage housing” see “Middle Housing.”

“Courtyard apartments” see “Middle Housing.”

“Development regulations”

“Fiveplex” means a residential building with five attached dwelling units.

“Fourplex ” means a residential building with four attached dwelling units.

“Floor area ratio”

“Major transit stop” means a stop on a high capacity transportation system funded or expanded under the provisions of chapter 81.104 RCW, commuter rail stops, stops on rail or fixed guideway systems, and stops on bus rapid transit routes, including those stops that are under construction.

“Middle housing” means buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including

duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing as further described below. For the purposes of this Title and permitting within the City of Des Moines, fiveplexes and sixplexes are not included as Middle Housing.

“Cottage housing” means residential units on a lot with a common open space that either: (a) is owned in common; or (b) has units owned as condominium units with property owned in common and a minimum of 20 percent of the lot size as open space.

“Courtyard apartments” means attached dwelling units arranged on two or three sides of a yard or court.

“Duplex” means a residential building with two attached dwelling units.

“Fourplex” means a residential building with four attached dwelling units.

“Stacked flat” means dwelling units in a residential building of no more than three stories on a residential zoned lot in which each floor may be separately rented or owned.

“Townhouses- Middle Housing” means buildings that contain three or more attached single-family dwelling units that extend from foundation to roof and that have a yard or public way on not less than two sides.

“Triplex” means a residential building with three attached dwelling units.

“Owner” means any person who has at least 50 percent ownership in a property on which an accessory dwelling unit is located.

“Principal unit” means the single-family housing unit or other original housing unit located on the same lot as an accessory dwelling unit.

“Single-family zones” means those zones where single-family detached residences are the predominant land use.

“Sixplex” means a residential building with six attached dwelling units.

“Triplex” means a residential building with three attached dwelling units.

And further amending the definitions for the following terms as indicated below:

“Duplex ” **means a residential building with two attached dwelling units.** ~~building designed exclusively for occupancy by two families living independently of each other, and containing two dwelling units.~~ Duplexes may contain units that are not at ground level.

“Dwelling” means a building designed exclusively for residential purposes, including one-family, duplex, **triplex , fourplex, fiveplex, sixplex**, townhouse, **stacked flats, courtyard**

**apartments, cottage housing**, and multiple dwellings, which is constructed in accordance with Title 14 DMMC, City Buildings and Construction Code, as presently constituted or as may be subsequently amended, but not including hotels or motel units having no kitchens.

“Dwelling unit ” ~~means one or more rooms designed for or occupied by one family for living or sleeping purposes and containing kitchen facilities for use solely by one family. All rooms comprising a dwelling unit shall have access through an interior door to other parts of the dwelling unit. A bachelor apartment constitutes a dwelling unit within the meaning of this Title.~~ **means a residential living unit that provides complete independent living facilities for one or more persons and that includes permanent provisions for living, sleeping, eating, cooking, and sanitation.**

“Gross floor area” ~~means the area included within the surrounding exterior walls of a structure or building expressed in square feet and fractions thereof. The gross floor area of structure or building not provided with surrounding exterior walls shall be the area under each outer edge of the roof.~~ **means the interior habitable area of a dwelling unit including basements and attics but not including a garage or accessory structure.**

“Moderate-income household” means a single person, family, or unrelated persons living together whose adjusted income is **more than eighty percent but is at or below one hundred fifteen percent** ~~at or below 120 percent~~ of the median household income adjusted for household size, for the county, **city, or metropolitan statistical area,** where the household is located, as reported by the United States Department of Housing and Urban Development.

“Multiple dwelling” **or “Multiple family dwelling”** means a building designed exclusively for occupancy by three or more families **(or households)** living independently of each other, and containing three or more dwelling units.

“Townhouse dwelling” **or “Townhouse” or “Townhome”** means one dwelling unit on an internal lot within a townhouse development designed exclusively for occupancy by one family. A townhouse dwelling is located at an internal lot line and attached to one or more other townhouse dwellings. The first floor of a townhouse dwelling is at or near ground level. A townhouse dwelling occupies the building area from ground level to the roof with no townhouse dwelling located above or below another townhouse dwelling.

**Sec. 2.** DMMC 18.52.010A, and those parts of the Residential Use Chart and Limitations 19 and 51, and section 132 of Ordinance No. 1591 as amended by section 7 of Ordinance No. 1655 as amended by section 2 of Ordinance No. 1697 as amended by section 8 of Ordinance No. 1737, as amended by section 2 of Ordinance No. 1750, as amended by section 5 of Ordinance 1775 shall be amended to add and/ or change the following:

TABLE 18.52.010A

RESIDENTIAL ZONE PRIMARY USES

Use is: P: Permitted P/L: Permitted, but with special limitations CUP: Conditional use review required UUP: Unclassified use review required	SFR	RA-3,600	RM-2,400	RM-1,800	RM-900	RM-900A	RM-900B	R-SE	R-SR > 35,000	R-SR < 35,000	PR-R
...											
Accessory buildings and uses	P/L <sub>[1]</sub> [52]	P/L <sub>[1]</sub> [52]	P/L <sub>[1]</sub> [52]	P/L <sub>[1]</sub> [16] [52]	P/L <sub>[1]</sub> [16] [52]	P/L <sub>[52]</sub>	P	P/L <sub>[1]</sub> [27] [52]	P/L <sub>[1]</sub> [27] [52]	P/L <sub>[1]</sub> [52]	P
<b>Accessory Dwelling Unit</b>	<b>P/L</b>	<b>P/L</b>	<b>P/L</b>	<b>P/L</b>	<b>P/L</b>	<b>P/L</b>		<b>P/L</b>	<b>P/L</b>	<b>P/L</b>	
...											
Duplexes	P/L <sub>[53]</sub>	P/L <sub>[14]</sub>	P/L <sub>[14]</sub>	P/L <sub>[14]</sub>	P	P/L <sub>[53]</sub>		P/L <sub>[53]</sub>			P
...											
Multiple-family dwelling	P/L <sub>[53]</sub>	P/L <sub>[14]</sub> [53]	P <sub>[53]</sub>	P <sub>[53]</sub>	P <sub>[53]</sub>	P <sub>[53]</sub>					P
...											
<b>Middle housing</b>	<b>P/L<sub>[53]</sub></b>	<b>P/L<sub>[53]</sub></b>	<b>P/L<sub>[53]</sub></b>					<b>P/L<sub>[53]</sub></b>	<b>P/L<sub>[53]</sub></b>	<b>P/L<sub>[53]</sub></b>	
...											
Townhouses development	P/L <sub>[53]</sub>	P/L <sub>[15, 53]</sub>	P/L <sub>[15, 53]</sub>	P/L <sub>[15, 53]</sub>	P/L <sub>[15, 53]</sub>	P/L <sub>[15]</sub> [53]		P/L <sub>[53]</sub>	P/L <sub>[53]</sub>	P/L <sub>[53]</sub>	

...

The paragraphs listed below contain specific limitations and correspond with the bracketed [ ] footnote numbers from Table 18.52.010A

....

52. Accessory Dwelling Units. This regulation applies to all parts of Table 18.52.010A that have a [52]. Accessory Dwelling units are allowed ..... subject to the requirements of NEW CHAPTER and other related provisions of this Title.

53. Middle Housing. This regulation applies to all parts of Table 18.52.010A that have a [53]. Duplexes and cottage housing may be located in all residential zoning districts subject to the requirements of NEW CHAPTER and other related provisions of this Title. Townhouses, stacked flats, triplexes, and fourplexes are permitted in all RA- and RM- zoning districts subject to the requirements of NEW CHAPTER and other related provisions of this Title.

**NEW SECTION. Sec. 3. Title.** This chapter shall be entitled “Middle Housing Provisions and Standards.”

**NEW SECTION. Sec. 4. Application.** This chapter applies to the following zoning districts which are zones predominately for residential use in Des Moines are therefore subject to E2SHB 1110 and ESHB 2321:

R-SE: SUBURBAN ESTATE ZONE;

R-SR: SUBURBAN RESIDENTIAL ZONE;

SINGLE FAMILY RESIDENTIAL (SFR) ZONES DESIGNATED AS: RS-15,000; RS-9,600; RS-8,400; RS-7,200; and RS-4,000;

RA-3600: ATTACHED TOWNHOUSE AND DUPLEX 3,600 ZONE;

RM-2400: MULTIFAMILY 2,400 ZONE; and

The provisions of this chapter do not apply to:

(1) Portions of a lot, parcel, or tract, designated with critical areas or their buffers as identified in chapter 16.10 DMMC (except that restrictions for critical aquifer recharge areas in section DMMC 16.10.260 are not included in this limitation).

(2) A lot that was created through the splitting of a single residential lot.

**NEW SECTION. Sec. 5. Purpose.** This chapter implements the requirements of Engrossed Second Substitute House Bill 1110 and Engrossed Substitute House Bill 2321 codified in RCW 36.70A.030, 36.70A.280, 36.70A.635, 36.70A.636, 36.70A.367, 36.70A.638, 43.21C.495, and 43.21C.450, 64.32, 64.34, and 64.38, and 64.90, by providing land use, development, design, and other standards for middle housing developed on all lots zoned predominantly for residential use.

**NEW SECTION. Sec. 6. Authority.** This chapter is established to regulate the siting of middle housing.

**NEW SECTION. Sec. 7. Middle Housing Types Allowed.** Subject to the requirements of RCW 36.70A.635(5), and limited by the Permitted Unit Density Allowed as set out by Section 8 of this ordinance, the following uses are permitted by-right:

- (1) Duplexes – units may be stacked or side-by-side
- (2) Triplexes
- (3) Fourplexes
- (4) Townhouses (also called townhomes)
- (5) Stacked flats; and
- (6) Cottage housing.

**NEW SECTION. Sec. 8. Permitted Unit Density Allowed.** The permitted unit density (the number of dwelling units allowed on a lot, regardless of lot size) is the greatest of the following, unless zoning permitting higher densities or intensities apply:

- (1) Two units per lot on all lots;
- (2) Four units per lot in cases where a lot is within one-quarter mile walking distance of a major transit stop as demonstrated by the applicant; or
- (3) Four units per lot in cases where at least one unit is affordable housing under the affordable housing provisions of Section 10 of this ordinance.

Provided, that these standards do not apply to lots that are smaller than 1,000 square feet.

**NEW SECTION. Sec. 9. Accessory Dwelling Units – Calculation of Permitted Unit Density.**

(1) An Accessory Dwelling Unit (ADU) is considered a dwelling unit when calculating permitted unit density, and determining the number of units allowed on a lot or as part of a development proposal. Example: If four units are allowed on a lot and a fourplex has been developed, no ADUs may be added.

(2) ADUs must be accessory to a single-family home or a middle housing unit.

(3) ADUs situated in a single-family residential zone (zones beginning with RS-) are subject to the standards contained in DMMC 18.55.140.

**NEW SECTION. Sec. 10. Criteria for Affordable Housing Provisions for Middle Housing.**

In order to qualify for additional units under the affordable housing provisions of Section 8 of this ordinance, an applicant shall commit to renting or selling the required number of units as affordable housing and meeting the standards of RCW 36.70A.635(2)(a).

**NEW SECTION. Sec. 11. Requirements for multifamily recreation areas.**

(1) Chapter 18.155 DMMC Multifamily Recreation Areas applies to developments that are established under the Middle Housing Provisions and Standards as set out by this chapter, when a multifamily building or complex is established having four or more units, provided that:

(a) The requirements of DMMC *18.155.060 Play space for preadolescent children* do not apply for projects that are built under the middle housing provisions.

(b) chapter 18.155 DMMC does not apply to cottage housing, which instead has a specific common space requirement.

**NEW SECTION. Sec. 12. Design Standards for Middle Housing.**

(1) These design standards do not apply to the conversion of a structure to a middle housing type with up to four attached units, if the floor area of the structure does not increase more than 50 percent.

(2) The purpose of these standards is to promote compatibility of middle housing with other residential uses, including single-family houses; de-emphasize garages and driveways as major visual elements along the street; provide clear and accessible pedestrian routes between buildings and street; and implement the definitions of cottage housing provided by state law.

(3) The process used for reviewing compliance with middle housing design standards shall be administrative design review.

(4) Cottage housing standards.

(a) Open space. Open space shall be provided equal to a minimum 20 percent of the lot size. This may include common open space, private open space, setbacks, critical areas, and other open space.

(b) Common open space.

(1) At least one outdoor common open space is required.

(2) Common open space shall be provided equal to a minimum of 300 square feet per cottage. Each common open space shall have a minimum dimension of 15 feet on any side.

(3) Orientation. Common open space shall be bordered by cottages on at least two sides. At least half of cottage units in the development shall abut a common open space and have the primary entrance facing the common open space.

(4) Parking areas and vehicular areas shall not qualify as common open space.

(5) Critical areas and their buffers, including steep slopes, shall not qualify as common open space.

(c) Entries. All cottages shall features a roofed porch at least 60 square feet in size with a minimum dimension of five feet on any side facing the street and/or common open space.

(d) Community building. A cottage housing development shall contain no more than one community building and the community building shall have no more than 2,400 square feet of net floor area, excluding attached garages.

**NEW SECTION. Sec. 13. Infrastructure Standards for Middle Housing.**

(1) Transportation. Regulations for driveways, frontage improvements, alley improvements, and other transportation public works and engineering standards shall not be more restrictive for middle housing than for detached single-family residences, except as addressed by this section.

(2) Lot Access / Road Standards.

(a) Private driveway access shall be permitted for middle housing development with any number of units when a fire apparatus access road is within 150 feet of all structures on the lot and all portions of the exterior walls of the first story of the buildings, as measured by an approved route around the exterior of the buildings.

(b) When a fire apparatus road is not within 150 feet of all structures on the lot, subsection (2)(a) does not apply and one of the following conditions must be met:

(1) The building is equipped throughout with an approved automatic sprinkler system meeting International Fire Code requirements.

(2) No more than two units are accessed via the same private driveway.

(3) Fire apparatus access roads cannot be installed because of location on property, topography, waterways, nonnegotiable grades or other similar conditions, and an approved alternative means of fire protection is provided.

(c) Private driveways shall not be required to be wider than 12 feet and shall not be required to have unobstructed vertical clearance more than 13 feet six inches except when it is determined to be in violation of the International Fire Code or other fire, life, and safety standards, such as sight distance requirements.

(d) Private driveway access, separate from access to an existing home, shall be permitted unless it is determined to be in violation of the International Fire Code or other fire, life, safety standards, such as site distance requirements.

(e) This subsection is not intended to limit the applicability of the adopted International Fire Code, except as otherwise presented in this subsection.

**Sec. 14.** DMMC 18.210.090(15) and section 513 of Ordinance No. 1591, as amended by Section 16 of Ordinance No 1601, as amended by section 12 of Ordinance No 1618-A, as amended by section 19 of Ordinance No 1655 as amended by section 5 of Ordinance No. 1656, as amended by Section 9 of Ordinance No. 1750 shall be amended to add the following:

...

(15)

...

(k) Middle housing.

(1) No off-street parking shall be required within one-half mile walking distance of a major transit stop.

(2) A maximum of one off-street parking space per unit shall be required on lots smaller than 6,000 square feet, before any zero lot line subdivisions or lot splits.

(3) A maximum of two off-street parking spaces per unit shall be required on lots greater than 6,000 square feet before any zero lot line subdivisions or lot splits.

(4) The provisions of subsections (1) through (3) of this section do not apply to portions of the city within a one-mile radius of SeaTac airport in accordance with RCW 36.70A.635(7)(b).

(5) A community building for cottage housing development shall have no minimum off-street parking requirement.

**Sec. 15.** Section DMMC 18.235.020 and section 569 of Ordinance No. 1591 shall be amended to add the following:

...

(4) The standards outlined in this chapter apply to all middle housing types. Specific standards for cottage housing and courtyard apartments shall only apply to those types of housing.

(5) These design standards do not apply to the conversion of a structure to a middle housing type with up to four attached units, if the floor area of the structure does not increase more than 50 percent.

**Sec. 63.** Section DMMC 18.235.100 and section 569 of Ordinance No. 1591 shall be amended to add the following:

...

(9) Pedestrian Access – for Middle Housing projects.

(a) A paved pedestrian connection at least three feet wide is required between each middle housing building and the sidewalk (or the street if there is no sidewalk). Driveways may be used to meet this requirement.

(10) Vehicle access, carports, garages, and driveways – for Middle Housing projects.

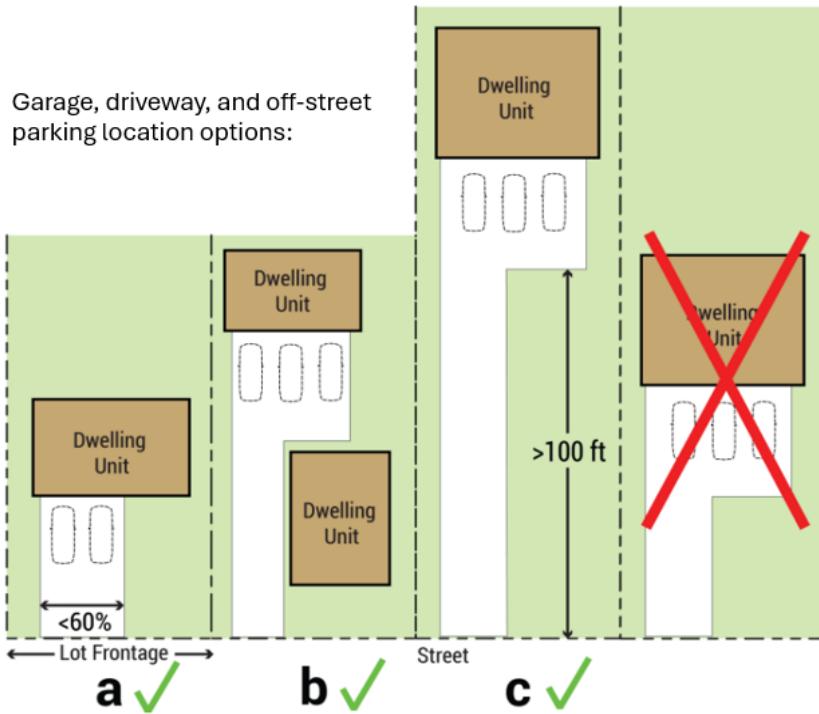
(a) For Lots abutting an improved alley that meets the city’s standard for width, vehicular access shall be taken from the alley. Lots without access to an improved alley and taking vehicular access from a street shall meet the standards (b)(1) through (e) below:

(b) Garages, driveways, and off-street parking areas shall not be located between a building and a street, except when any of the following conditions are met:

(1) The combined width of all garages, driveways, and off-street parking areas does not exceed a total of 60 percent of the length of the street frontage property line. This standard applies to buildings and not individual units [See exhibit option a]; or

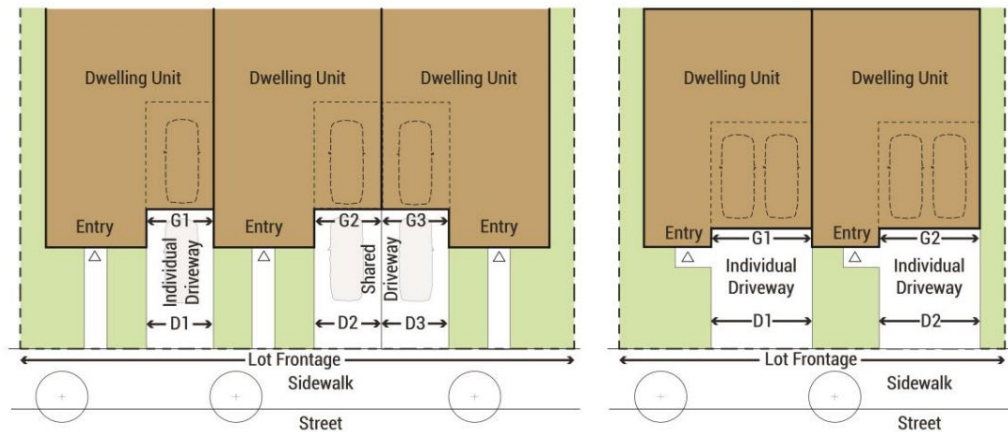
(2) The garage, driveway, or off-street parking area is separated from the street property line by a dwelling [See exhibit option b]; or

(3) The garage, driveway, or off-street parking is located more than 100 feet from a street [See exhibit option c].



(c) All detached garages and carports shall not protrude beyond the front building façade.

(d) The total width of all driveway approaches shall not exceed 32 feet per frontage, as measured at the property line. Individual driveway approaches shall not exceed 20 feet in width.



$\frac{(G1+G2+G3)}{\text{Lot Frontage}}$  must be no more than 60%  
 (D1+D2+D3) must not exceed 32 feet per frontage  
 Individual driveway width (any "D#") shall not exceed 20 feet

(e) Local jurisdiction requirements for driveway separation and access from collector streets and arterial streets shall apply.

(10) Landscaping and tree standards – for Middle Housing projects.

(a) Development regulations for landscaping and tree standards for middle housing shall be equally or less restrictive than those required for detached single-family residences.

**Sec. 17.** Nothing in this ordinance prohibits the city from permitting detached single-family residences in accordance with RCW 36.70A.635(A).

**Sec. 18. Codification.** Sections 4 through 13 of this Ordinance shall be codified as a new chapter in Title 18 DMMC.

**Sec. 19. Severability - Construction.**

(1) If a section, subsection, paragraph, sentence, clause, or phrase of this Ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

(2) If the provisions of this Ordinance are found to be inconsistent with other provisions of the Des Moines Municipal Code, this Ordinance is deemed to control and the same development permit and environmental review processes shall apply to middle housing that apply to detached single-family residences, unless otherwise required by state law, including, but not limited to, shoreline regulations under chapter 90.58 RCW, building codes under chapter

19.27 RCW, energy codes under chapter 19.27A RCW, or electrical codes under chapter 19.28 RCW.

Initial Draft for staff Review 3/3/2025

**Sec. 12. Effective date.** This Ordinance shall take effect and be in full force five (5) days after its final approval by the Des Moines City Council in accordance with law.

**PASSED BY** the City Council of the City of Des Moines this **XXth** day of **Month** and signed in authentication thereof this **XXth** day of **Month**, 2025.

//SIGNATURES//

Initial Draft for staff Review 3/3/2025

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# COMMITTEE OF THE WHOLE

## MAY 1, 2025

REBECCA DEMING, COMMUNITY DEVELOPMENT DIRECTOR

LAURA TECHICO, PLANNING & DEVELOPMENT SERVICES MANAGER



# WHAT IS MIDDLE HOUSING?

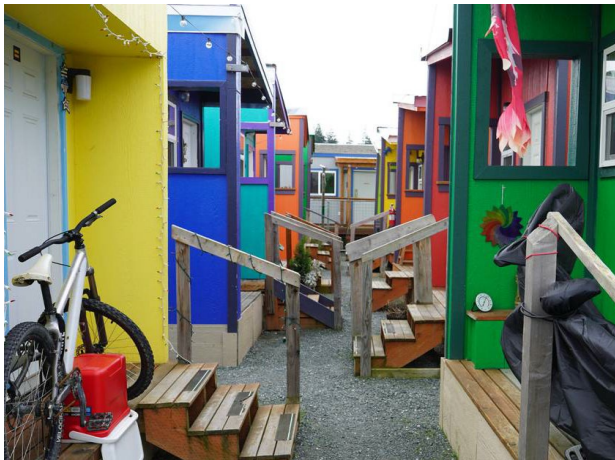
- **New State Legislation – HB 1110 (2023) – Adoption Deadline of June 30, 2025**
- **Purpose:** To create more homes for Washington by increasing middle housing in areas traditionally dedicated to single-family detached housing
- **Definition:** Buildings that are compatible in scale, form, and character with single-family houses and contain two or more dwelling units. Types may include duplexes, townhouses, cottage housing and others. Depending on the proximity to transit, between two and six housing units per lot would be allowed, provided development standards such as yard setbacks and lot coverage



# WHAT IS NOT CONSIDERED MIDDLE HOUSING?

Per the legislation, the following is not Middle Housing:

- Tiny homes
- Accessory dwelling units (ADUs)\*
- Mobile Homes



\*ADUs may count toward the allowed unit density

## FEEDBACK REQUESTED

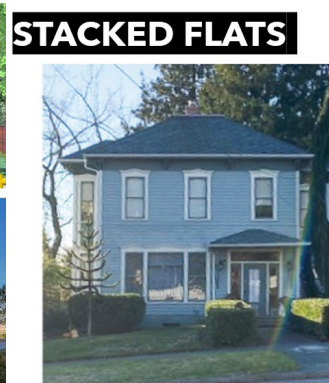
- Unit Density: Count ADUs toward maximum units? Allow bonus Middle Housing units only with affordable housing and/or proximity to transit, or allow up to four units (including ADUs) on all lots?
- Unit Size (ADU and Cottage Housing): Add code provisions for minimum and maximum unit sizes to reflect the relative scale of the different housing types?
- Parking: Further amend parking code at this time to comply with SB 5184 (currently with Governor for signature)? Under SB 5184, there would be no parking minimums for residences under 1,200 sf, no more than .5 parking spaces for multifamily units, and no more than one space required for single family and middle housing.

# PUBLIC ENGAGEMENT

- Website and social media outreach
- Stakeholder Engagement
- Public Open House
- Farmers Market



# RECOMMENDED MIDDLE HOUSING TYPES



## MIDDLE HOUSING TYPES NOT RECOMMENDED\*

### FIVEPLEXES AND SIXPLEXES



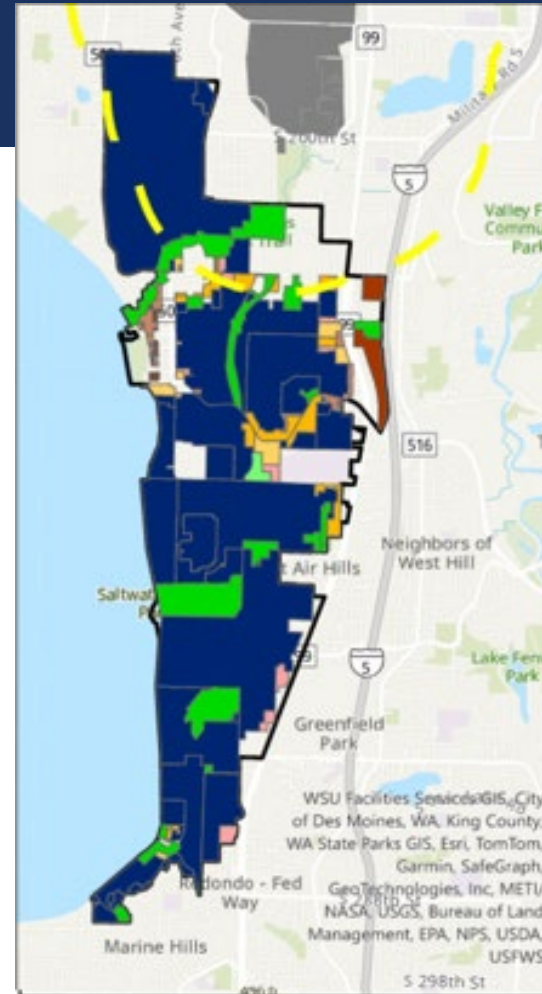
### COURTYARD APARTMENTS



\*These Middle Housing types would exceed the maximum density in most areas.

# AFFECTED ZONING DISTRICTS

- Single Family Residential (SFR) Zones:  
RS-15,000; RS-9,600; RS-8,400; RS-7,200; and RS-4,000
- R-SE: Suburban Estate Zone
- R-SR: Suburban Residential Zone
- RA-3600: Attached Townhouse and Duplex 3,600 Zone
- RM-2400: Multifamily 2,400 Zone
- Excluded are RM-1800, RM-900, RM-900A and PR-R as those zones already meet or exceed densities required by HB 1110



## Residential Zones

■ R-SE \*

■ R-SR \*

■ Single Family

■ RA-3600

■ RM-2400

■ RM-1800

■ RM-900

■ RM-900A

■ PR-R

Des Moines City Limits

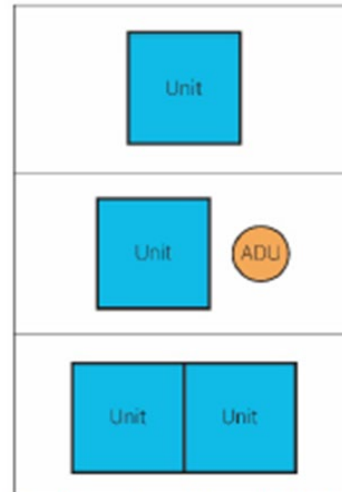
# ACCESSORY DWELLING UNITS & MIDDLE HOUSING

- **HB 1337** requires Des Moines to allow at least two ADUs on all lots zoned for single-family homes.
- Middle housing and ADUs (Accessory Dwelling Units) are both ways to increase housing options, but they differ in scale and how they are typically used.

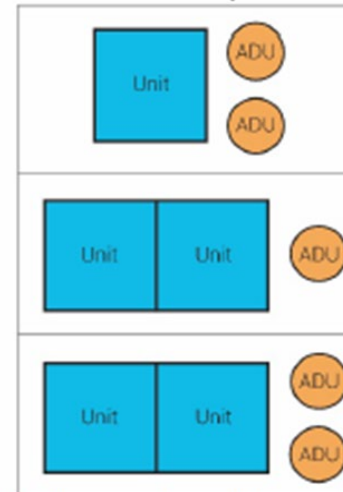
Middle housing encompasses a wider range of housing types, like duplexes and townhouses, that fill the gap between single-family homes and larger apartment buildings.

ADUs are smaller, self-contained units and are often used for family members or as a rental unit.

Configurations allowed if City counts ADUs towards HB 1110 unit density



Additional configurations allowed if city does not count ADUs towards unit density



Configurations allowed in the Model Ordinances where the base unit density is two units on lots zoned predominantly for residential use.  
Source: MAKERS

# MIDDLE HOUSING UNIT DENSITY CODE AMENDMENTS

## **Adoption Deadline of June 30, 2025**

Under HB 1110, cities with populations between 25,000 and 75,000 are required to amend development regulations for zoning districts predominantly for residential zones to allow for:

- The development of at least two units per lot on all lots;
- The development of at least four units per lot for lots within one-quarter mile walking distance of a major transit stop; and
- The development of at least four units per lot where at least one unit is affordable housing.

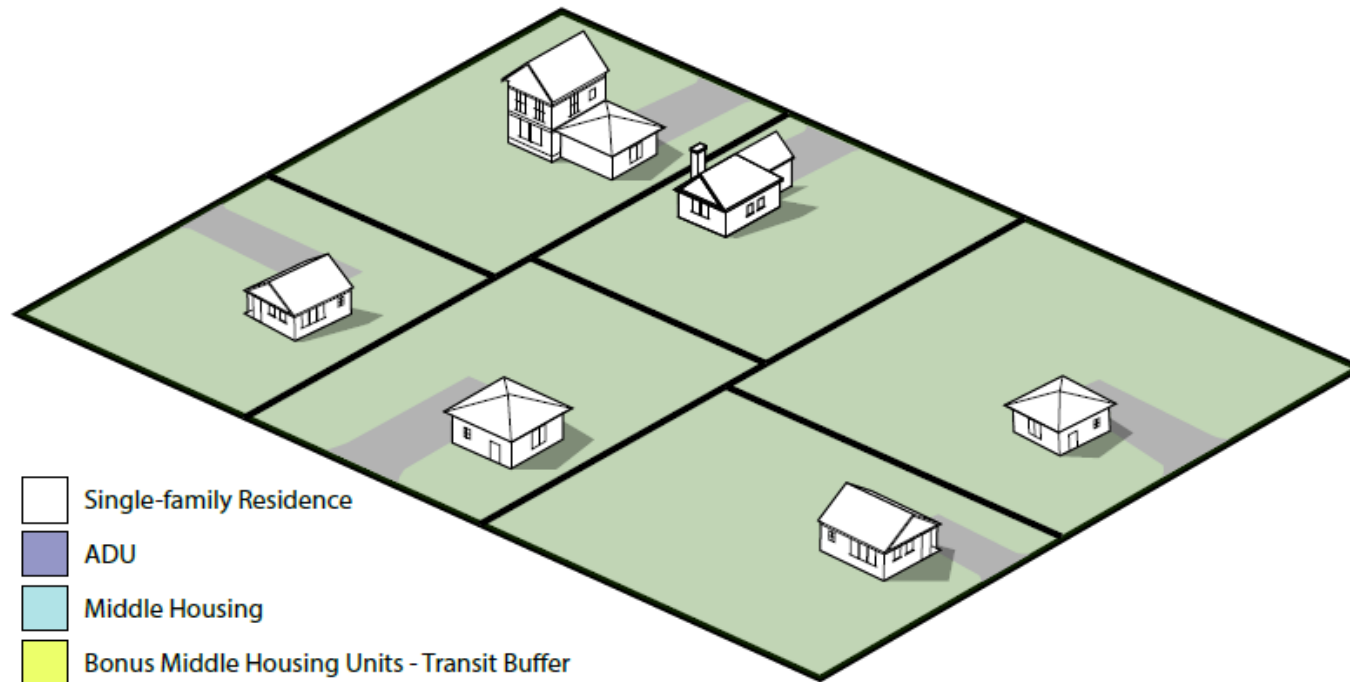
# NUMBER & CONFIGURATION – STAFF RECOMMENDATION

	Existing	Proposed
<b>Number &amp; configuration</b>	1 ADU; any configuration	At least 2 ADUs; any configuration
		Middle Housing HB 1110 minimums: 2 units on all lots, 4 units within ¼ mile walking distance of major transit, 4 units when at least one is affordable. Staff recommendation: Allow up to 4 units, including ADUs, on all lots.

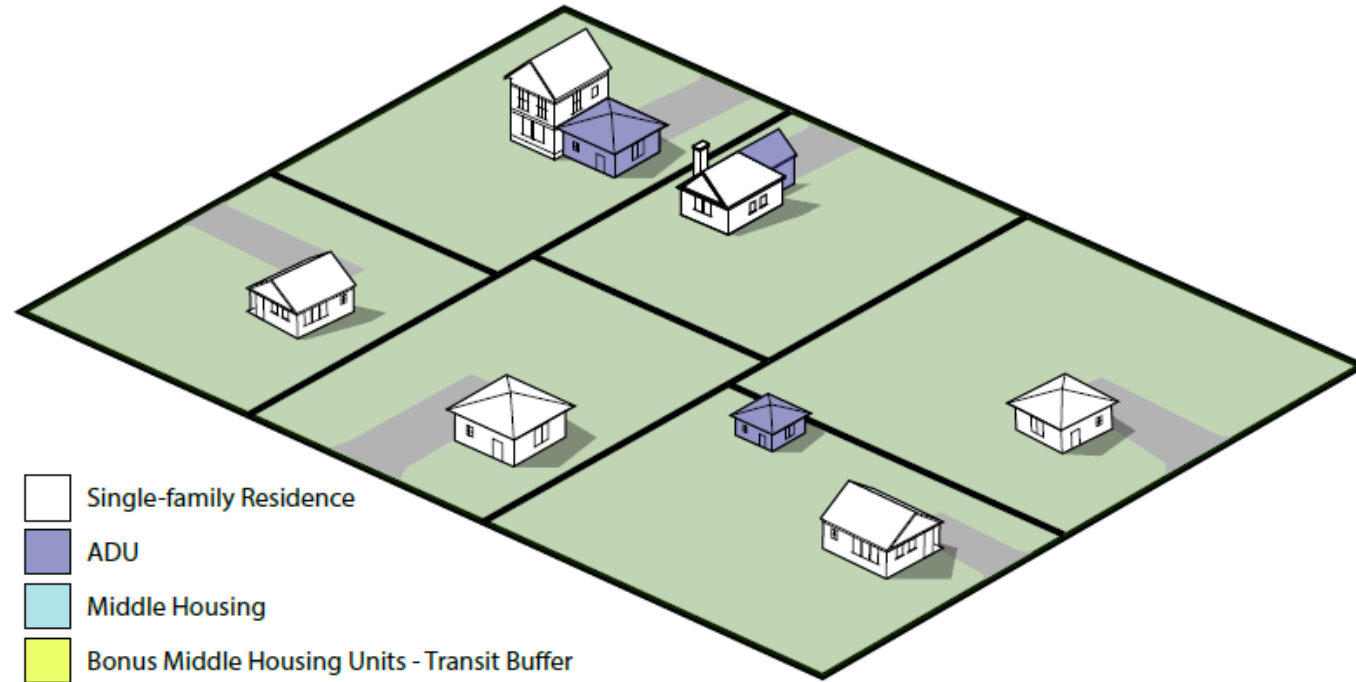
**Question(s):**

- Count ADUs toward maximum units?
- Allow bonus Middle Housing units only with affordable housing and/or proximity to transit, or allow up to four units (including ADUs) on all lots? [Staff recommendation]

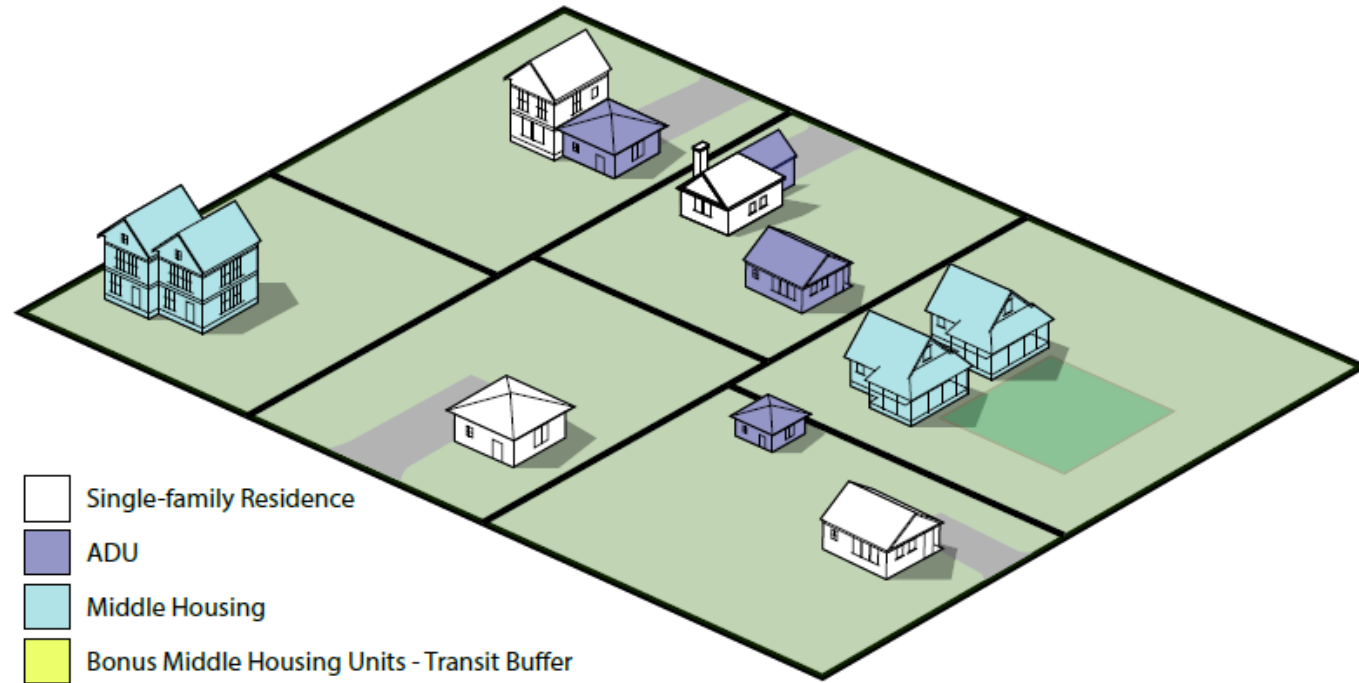
# SINGLE FAMILY RESIDENCES (SFRS)



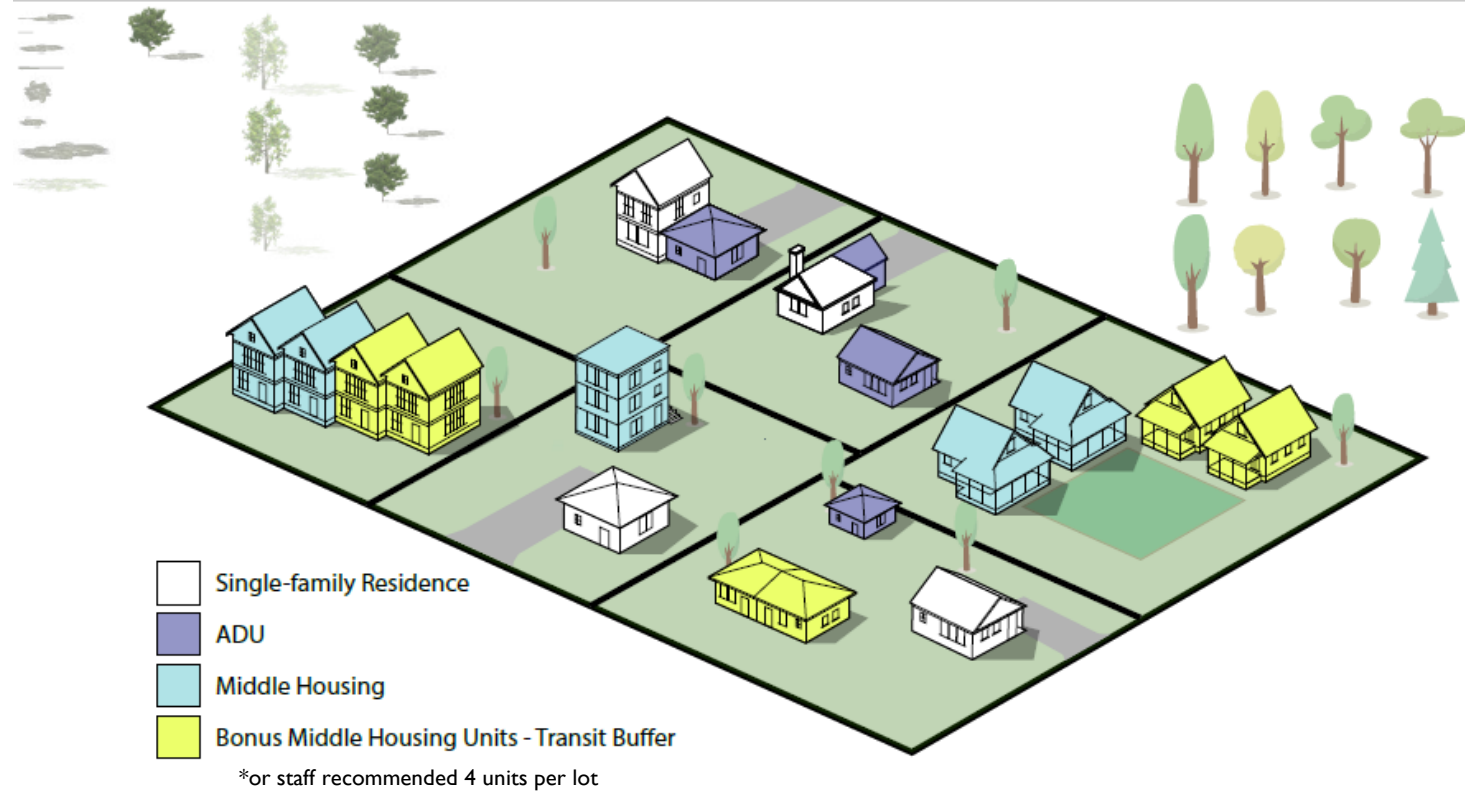
# SFRS & ADUS



# SFRS, ADUS, & MIDDLE HOUSING



# SFRS, ADUS, MIDDLE HOUSING & TRANSIT BUFFER



# SFRS, ADUS, MIDDLE HOUSING & TRANSIT BUFFER



# SCALE OF ADUS AND COTTAGE HOUSING

	Existing	Proposed
<b>ADU Size</b>	350-800 sq. ft max; no larger than 35% of principal unit	350 sq. ft. min - 1,200 sq. ft max
<b>Cottage Housing Size</b>	N/A	800 sq. ft. min - 1,600 sq. ft. max; minimum 2 units

## Question(s):

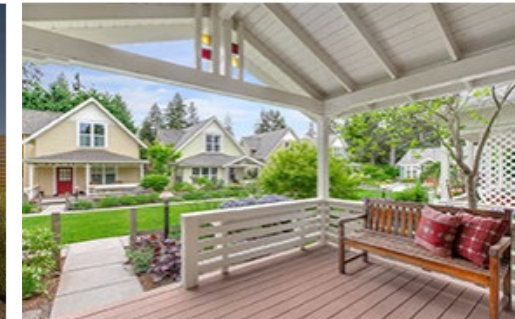
- Add code provisions for minimum and maximum unit sizes to reflect the relative scale of the different housing types?

## Examples:

- Shoreline Cottage Housing 700-1,200sf
- Kirkland Cottage Housing 1,700 sf maximum



Cedar Cottage Seattle ADU Pre-Approved Plan. Credit: CAST Architecture.



## ON-SITE PARKING REQUIREMENT AMENDMENTS

HB 1110 restricts amount of required on site parking for middle housing based on lot size:

- No parking requirements may be imposed within ½ mile walking distance of transit
- City can only require up to 1 parking space/unit for lots up to 6,000 SF
- City can only require up to 2 parking spaces/unit for lots greater than 6,000 SF
- Areas within 1 mile of SeaTac Airport are exempt from these provisions

Further amend parking code at this time to comply with SB 5184 (currently with Governor for signature)? Under SB 5184, there would be no parking minimums for residences under 1,200 sf, no more than .5 parking spaces for multifamily units, and no more than one space required for single family and middle housing.

## QUESTIONS & NEXT STEPS

- **General Questions for Council:**

- Do the draft Middle Housing regulations accurately capture Council's goals and expectations?
- Does the Council have any recommended changes for the draft Middle Housing regulations?

- **Next Steps:**

- Address any outstanding Council questions/additions
- SEPA Review
- Finalize Middle Housing regulations
- Council adoption by June 30, 2025

**AGENDA ITEM**

BUSINESS OF THE CITY COUNCIL  
City of Des Moines, WA

SUBJECT: City Logo Discussion

FOR AGENDA OF: May 1, 2025

ATTACHMENTS:

- 1. Logo Concepts

DEPT. OF ORIGIN: Administration

DATE SUBMITTED: April 24, 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 Council to discuss the new logo designs focusing on branding identity, visual appeal and alignment with organizations values.

**Suggested Motion**

**Motion: No suggested motion.**

**Background**

The City Council adopted Resolution 164, establishing the Municipal Seal, in April 1972. On November 10, 1988, the City Council introduced a new section under Chapter 9.06 of the Des Moines Municipal Code, which regulates the use of the official city flag, municipal seal, and centennial logo.

Since then, several variations of the adopted logos have been created for various departments and purposes, which were presented to Council at the January 9, 2025 Council meeting.

Council directed staff to work with a local branding agency and come back with some new concepts for their review. Staff brought back 4 concepts and 5 color schemes to choose from. Staff also provided a recommendation for Council to consider. Council asked staff to have the branding agency bring back the selected logo with a few color and font options to chose from.

**Discussion**

Council to discuss.

**Alternatives**

Council may keep the current logo, or use one of the other logos that have been created by our contracted branding agency.

**Financial Impact**

To date the City has paid \$2,750 for logo redesign.

**Recommendation**

Staff does not have any recommendations.



Concept 1



Concept 2





Concept 3



Concept 3



Concept 4







Concept 5





Concept 6



Concept 7



Concept 7





Concept 8





Concept 9





**Des Moines**  
WATERLAND CITY  
Concept 1



**Des Moines**  
WATERLAND CITY  
Concept 2



**Des Moines**  
WATERLAND CITY  
Concept 3



**Des Moines**  
WATERLAND CITY  
Concept 4



**Des Moines**  
WATERLAND CITY  
Concept 5



**Des Moines**  
WATERLAND CITY  
Concept 6



**Des Moines**  
WATERLAND CITY  
Concept 7

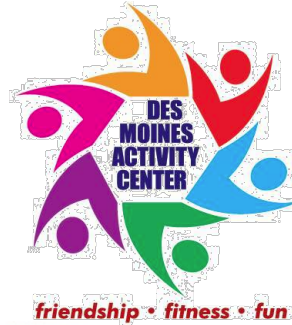
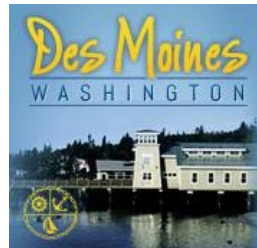
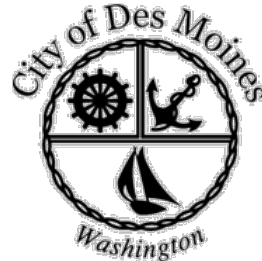
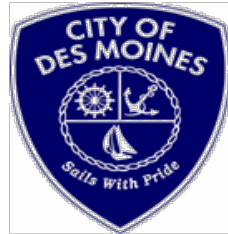


**Des Moines**  
WATERLAND CITY  
Concept 8



**Des Moines**  
WATERLAND CITY  
Concept 9

# CURRENT CITY LOGOS



“The Waterland City”

## COUNCIL ACTION/DECISIONS

- Over 20 points for hybrid Concept #4/5 (merging the sailboat from Concept 1 with font from Concept 4)
- Remove the words “City of” –Vote 6-1 in favor
- Remove the words “Washington” –Vote 4-3 in favor
- Explore other font options – Concept #4 font similar, if not the same, as Normandy Park
- Explore blue, green and red color palette options
- Sunset option –Vote of 3-4 not in favor



**Des Moines**  
WATERLAND CITY  
Concept 1



**Des Moines**  
WATERLAND CITY  
Concept 2



**Des Moines**  
WATERLAND CITY  
Concept 3



**Des Moines**  
WATERLAND CITY  
Concept 4



**Des Moines**  
WATERLAND CITY  
Concept 5



**Des Moines**  
WATERLAND CITY  
Concept 6



**Des Moines**  
WATERLAND CITY  
Concept 7



**Des Moines**  
WATERLAND CITY  
Concept 8

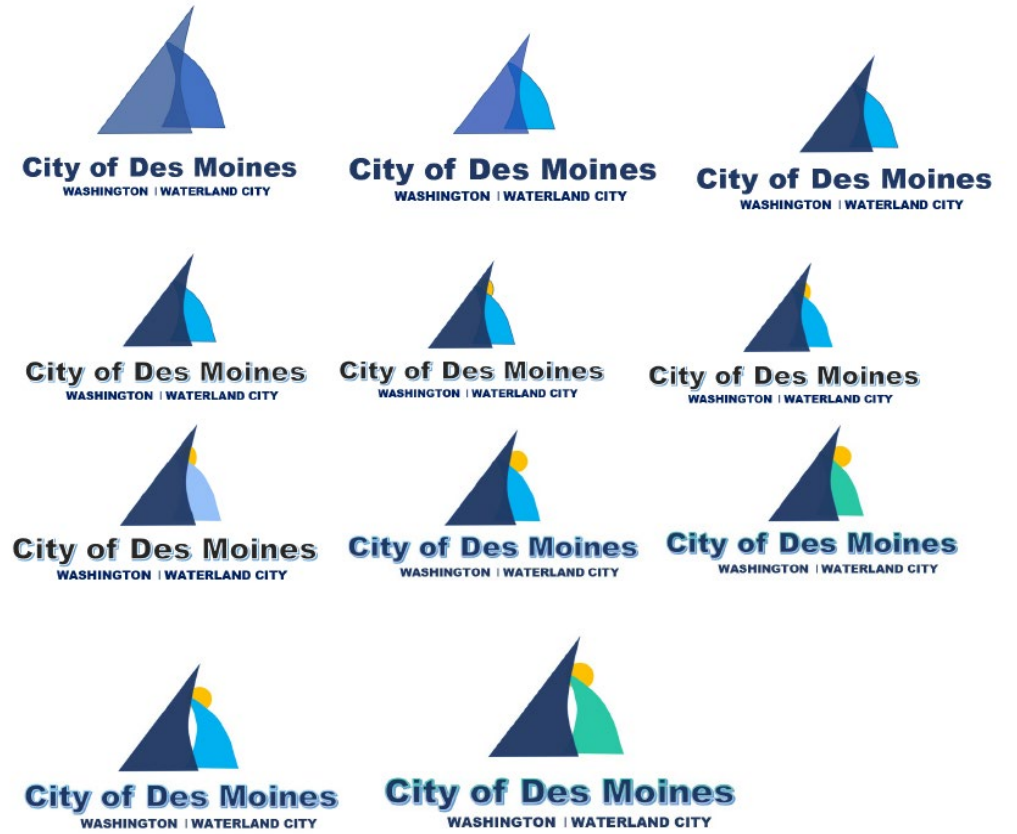


**Des Moines**  
WATERLAND CITY  
Concept 9

# PROPOSED LOGOS



# APPENDIX



## APPENDIX

- Chose color combinations that reflect water and/or forest
- Chose richer pallet/tones that worked well on other sites
- Added some 3-D options and shadows to give depth to boat, sails, and font
- Chose open font



- Added reflection on "water"



# APPENDIX

- Chose color combinations that reflect water and/or forest
- Chose rich, classy pallet/tones, evokes quality and trust, follows current direction
- Added some 3-D options and shadows to give depth to boat, sails, and font
- Chose open font – evokes simplicity and trust



- Added reflection on “water”



- And here they are in black and white:



# APPENDIX



# PROFESSIONAL RECOMMENDATION

The blue tones and sailboat imagery reinforce the “Waterland City” identity:

- Clean, calm, and unique to the city.
- Tied to the waterfront heritage.
- Differentiates from neighboring cities, especially avoiding red (to prevent confusion with Des Moines, Iowa).

The blues are more than aesthetic—they are strategic communicators:

- Blue evokes calm, trust, stability, and safety.
- Navy blue suggests strength and dependability.
- Light blue adds freshness, openness, and approachability.

The palette appeals broadly:

- Cross-generational, modern but not trendy.
- Clean but not cold.
- Works across vehicles, signs, digital media, and merchandise.

The color choice is about more than preference:

- It reflects the community’s identity.
- Builds emotional connection.
- Boosts recognition at every touchpoint.



# OPTIONS



**A G E N D A   I T E M**

BUSINESS OF THE CITY COUNCIL  
City of Des Moines, WA

SUBJECT: Comprehensive Plan Update

FOR AGENDA OF: May 1, 2025


ATTACHMENTS:

- 1. [Chapter 8: Economic Development Element - Redlines](#)
- 2. [Chapter 8: Economic Development Element - Clean](#)
- 3. [Chapter 9: North Central Neighborhood Element - Redlines](#)
- 4. [Chapter 9: North Central Neighborhood Element - Clean](#)
- 5. [Chapter 10: Marina District Element - Redlines](#)
- 6. [Chapter 10: Marina District Element - Clean](#)
- 7. [Chapter 11: Pacific Ridge Element - Redlines](#)
- 8. [Chapter 11: Pacific Ridge Element - Clean](#)

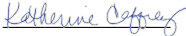
DEPT. OF ORIGIN: Community Development

DATE SUBMITTED: April 16, 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: 

**Purpose and Recommendation**

The purpose of this agenda item is for the Council to consider Chapter 8: Economic Development Element; Chapter 9: North Central Neighborhood Element; Chapter 10: Marina District Element; and Chapter 11: Pacific Ridge Element of the Des Moines Comprehensive Plan Periodic Update.

**Background**

The Des Moines Comprehensive Plan is a policy document that describes how the City will manage its growth and provide necessary services and facilities over a 20-year planning horizon (Year 2044). Des Moines is designated as a High Capacity Transit Community and needs to plan for an additional 3,800 housing units, 2,380 new jobs and 726 net new permanent Emergency Housing Units by 2044.

The comprehensive plan includes 12 elements that address community characteristics; land use; transportation; conservation and environment; capital facilities, utilities and public services; parks, recreation and open space; housing; economic development; neighborhoods (North Central, Marina District and Pacific Ridge); and health. Each element includes a general summary of existing conditions along with goals and policies, and implementation strategies that indicate how the city, programs, and priorities will implement the Plan’s goals and policies.

The periodic update requires a thorough review of each element of the Plan to ensure it reflects new laws and requirements, demonstrates capacity to meet our growth targets, responds to changing conditions within the community and addresses agency, tribal, and community interests expressed via our public outreach efforts.

To help frame the scope of our update, our consultant AHBL completed a review of the existing comprehensive plan and development regulations for consistency with the Washington State Department of Commerce’s update checklists, legislative amendment to the Growth Management Act (GMA), Vision 2050 and Countywide Planning Policies (CPPs), and identified updates needed to comply with these requirements.

#### Council History

- 6/22/2023: Economic Development Committee Briefing
- 7/13/2023: City Council Briefing
- 1/25/2024: Economic Development Committee Update (Timeline)
- 3/28/2024: Economic Development Committee Presentation (Introduction and Land Use Elements)
- 4/11/2024: Environment Committee Presentation (Conservation and Environment Element)
- 4/25/2024: Economic Development Committee Presentation (Economic Development, North Central Neighborhood, Marina District, and Pacific Ridge Elements)
- 5/9/2024: Environment Committee (Conservation and Environment Element Follow-up)
- 5/9/2024: Transportation Committee (Comp Plan Briefing and Transportation Goals)
- 6/22/2024: Economic Development Committee (Comp Plan Housing Bills Update)
- 6/27/2024: Economic Development Committee (Capital Facilities, Utilities & Public Services, and Parks, Recreation & Open Space Elements)
- 7/25/2024: Economic Development Committee (Healthy Des Moines Element)
- 9/26/2024: Economic Development Committee (Housing Element)

#### Public Outreach

Dedicated Website: <https://imaginedesmoines2044.com/>  
Public Survey open from 7.27.23 – 12.4.23 with 482 Responses  
Booth at Farmers Market & National Night Out  
City Currents Articles

#### Discussion

Economic development is one of 14 statewide planning goals under the GMA. Per [RCW 36.70A.020\(5\)](#), the GMA encourages local jurisdictions, through comprehensive plans and development regulations, to promote economic opportunity for all citizens, especially for unemployed and disadvantaged people, to promote the retention and expansion of existing businesses and recruitment of new businesses, and to encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state’s natural resources, public services, and public facilities. The GMA also emphasizes coordination and consistency across comprehensive plan elements to support a strong local economy.

“VISION 2050 and the Regional Economic Strategy emphasize the interconnectedness of planning in our region – decisions made on land use, transportation, public services, housing, the environment, health, and other areas all play important roles in meeting the economic goals of the region and local communities.” Economic development elements also provide an opportunity to address racial disparities in the community and access to opportunity through education, economic health, housing and neighborhood quality, mobility and transportation, and health and environment.

Des Moines' Economic Development Element provides information on the local economy and the overarching policy framework to guide economic opportunity, job growth, prosperity, and resiliency for the City. The North Central, Marina District and Pacific Ridge Neighborhood Elements along with other plan elements on housing, transportation, and recreation are important components that help frame a fuller picture of opportunities to support the community and grow our local economy both in terms of creating new jobs and housing opportunities.

***Chapter 8: Economic Development Element***

Des Moines' Economic Development Element establishes the goals, policies, and strategies for economic growth and vitality that will enhance the City's branding, marketing, 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. 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 (2,380 new jobs) by the year 2044. Staff acknowledges that this chapter emphasizes the positive benefits of the airport to Economic Development for the City and that there are negative impacts that are also addressed in other Elements including Conservation and Environment Element and Healthy Des Moines Element.

Most of the changes to this Element relate to updating background information and adding new information about Des Moines' strategic advantages, employment data and the recently created Innovation District Overlay Zone (discussed further in Chapter 9).

***Chapter 9: North Central Neighborhood Element***

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.

The neighborhood is divided into four subareas that straddle S. 216<sup>th</sup> Street – the Des Moines Creek Subarea comprised of publicly owned lands (City, Port, and South Correctional Entity); the North Subarea that includes the Des Moines Creek Business Park; the South Subarea that includes commercial, business, residential, recreation and public uses; and the West Subarea that includes Port property, undeveloped SR 509 right-of-way, and the Barnes Creek Trail.

Changes to this Element relate to updating background information and adding new information about transit investments and goals, policies and implementation strategies for the Innovation District Overlay Zone. Key objectives are to facilitate economic diversification, entrepreneurship, small business development, job creation, social equity and environmental sustainability. Envisioned outcomes include: options for home ownership; people living closer to their jobs; reduced vehicle miles travelled; enhanced opportunities for multi-modal travel; and associated social, financial and environmental benefits that enhance quality of life and achieve sustainability on multiple levels.

***Chapter 10: Marina District Element***

The Marina District Neighborhood encompasses the Downtown central business district, Marina, and Beach Park. It is the historic and cultural center for Des Moines. The neighborhood is developed with a variety of land uses, including commercial, professional office, single family, multifamily, mixed-use, and recreational uses. A number of buildings in the neighborhood are not well-maintained or in a state of disrepair, and several vacant or have minimal physical improvements.

The current vision, goals, policies and implementation strategies were the outgrowth of several planning efforts during the 2009-2014 timeframe that included creation of the Marina District Design Guidelines; changes to building heights and development standards; and University of Washington student projects (e.g., Storefront Studio, Wayfinding and Signage, Façade Improvement Program and Social Equity in Comprehensive Plan Updates).

Proposed amendments focus on updating information to reflect recent capital investments.

***Chapter 11: Pacific Ridge Element***

This element was the outgrowth of the Pacific Ridge Neighborhood Improvement Plan and SEPA Planned Action that was completed in the 2000-2001 timeframe. The City envisioned a complete transformation of this neighborhood into a vibrant urban village that could accommodate much of the City's future job and housing growth. The Plan and Element are complemented by the Pacific Ridge Design Guidelines that promote economic investment, quality design, character, pedestrian amenities, open space and safety.

To date the Pacific Ridge Neighborhood Improvement Plan, Pacific Ridge Element and Design Guidelines has served as a good roadmap for the City. Developments such as the Four Points by Sheraton Hotel, Waterview Crossing and Pointe by Vintage are examples of new development that reflects this vision and contributes to meeting the City's jobs and housing targets.

Most of the changes to this element relate to updating background information that has changed such as the addition of RapidRide and Sound Transit's Link Light Rail extension through Des Moines.

**Council Direction**

Staff is looking for Council approval of the Economic Development Element, North Central Neighborhood Element, Marina District Element, and Pacific Ridge Element or Council consensus on changes needed for the Council Public Hearing and possible adoption. Staff will bring back the approved Chapters for Council Public Hearing and possible adoption as a whole Comprehensive Plan.

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# COMPREHENSIVE PLAN UPDATE

COUNCIL STUDY SESSION 5/1/2025



## PURPOSE OF PERIODIC REVIEW AND UPDATE

- Growth Management Act (GMA) requires the City to review and revise its comprehensive plan and development regulations by December 31, 2024 (RCW 36.70A).
- Key Considerations:
  - Reflect new laws and requirements;
  - Demonstrate capacity to meet growth targets;
  - Respond to changing conditions with the community; and
  - Address Agency, Tribal and community interests expressed via public outreach efforts.

# COMPREHENSIVE PLAN ELEMENTS (CHAPTERS)

- Land Use
- Transportation
- *Conservation and Environment*
- *Capital Facilities, Utilities, and Public Service*
- *Parks, Recreation, and Open Space*
- Housing
- Economic Development
- North Central Neighborhood
- Marina District Element
- Pacific Ridge Element
- *Healthy Des Moines*



# COMPREHENSIVE PLAN UPDATE PROCESS

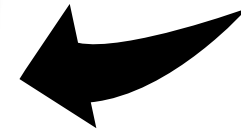
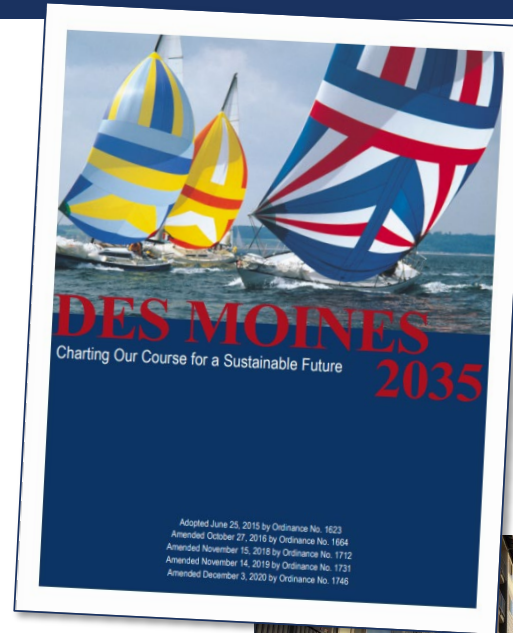


June: Land Use and Housing  
July/August: Transportation Element

August/September:  
Public Hearing

# WHAT IS THE COMPREHENSIVE PLAN?

- 20-year plan to articulate a community vision through a series of goals, objectives, and policies.
- The Growth Management Act (GMA) requires that cities update local comprehensive plans every 10 years.
- Integrate other related efforts (i.e. mobility plans or economic development plans) into a cohesive, interconnected framework of policies.
- Includes required growth targets
- **High-level policy document.**



## COUNCIL ROLE

- Does it meet the vision for the City within the legal requirements?
- Are there additional goals or policies that should be considered?
- Approve the Comprehensive Plan

## STAFF ROLE

- Lead Public Engagement
- Update Comprehensive plan with:
  - New population and housing data
  - Replace outdated information
  - State legal requirements
  - County Planning Policy changes
  - Puget Sound Regional Council Policy changes
  - Input received from public outreach and council meetings
- Review and make recommendations

## COMPREHENSIVE PLAN UPDATE REVIEW

- Chapters
  - Economic Development Element, North Central Neighborhood Element, Marina District Element, and Pacific Ridge Element
- Provided Council with Redlines and Clean version of chapters
- Provided Excel Summary of Changes with rationale
- Review Summary of Major Changes in each chapter
- Review changes staff identified to ensure they align with council's vision for the Comprehensive Plan.
- Check in at the end of each chapter to see if Council has any question, has agreed upon changes or is good with proceeding with the chapter as presented.
- Check in with Council at the end to see what worked and what didn't for the remaining chapters

## CHAPTER 8: ECONOMIC DEVELOPMENT

### Summary of Major Changes:

- Key Strategic Advantages
- Employment Data
- New policies related mixed use/major transit areas
- New policies related climate change
- New policies related support of small business

## CHAPTER 8: ECONOMIC DEVELOPMENT

- Questions?
- Changes needed prior to adoption?

## CHAPTER 9: NORTH CENTRAL NEIGHBORHOOD ELEMENT

Summary of Major Changes:

- 2023 Innovation District Information
- New Innovation District Goals & Policies

## CHAPTER 9: NORTH CENTRAL NEIGHBORHOOD ELEMENT

- Questions?
- Changes needed prior to adoption?

## CHAPTER 10: MARINA DISTRICT ELEMENT

### Summary of Major Changes:

- Recent capital projects information
- New policies relating local business within the district and at the waterfront
- New policy relating to art and wayfinding

## CHAPTER 10: MARINA DISTRICT ELEMENT

- Questions?
- Changes needed prior to adoption?

## CHAPTER 11: PACIFIC RIDGE ELEMENT

Summary of Major Changes:

- None

## CHAPTER 11: PACIFIC RIDGE ELEMENT

- Questions?
- Changes needed prior to adoption?

# REVIEW

- Feedback for Chapters
- Schedule
  - June: Land Use and Housing
  - July/August: Transportation Element
  - August/September: Public Hearing

Chapter/Element	Addition/Change	Rationale
Economic Development	Likewise, VISION 2050 sets a goal for the Economy: The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life. Primarily developed as a suburban residential community, the City is poised to evolve into a vibrant community and fulfill its role as a High Capacity Transit Community pursuant to VISION 2050.	Suggested change to align with PSRC Vision 2050
Economic Development	The GMA requires local comprehensive plans to contain economic development elements. However, this requirement will not be enforced until state funding is made available. Nevertheless, Des Moines recognizes that good growth management planning should factor in economic considerations and include an economic element to the previous comprehensive plan update. Local governments also prepare other types of economic development plans, including strategic action plans and plans focused on job creation and retention, job training programs, public and private capital investments, and business and community capacity-building. (MRSC, 2024).	Suggested language
Economic Development	Economic diversity is widely recognized as a key factor in a robust local economy, reflected in varied job types, investments across different sectors, a range of income levels, and a mix of business types and sizes.	Suggested language
Economic Development	Key Strategic Advantages	Suggested language
Economic Development	Employment Data	Data Updates
Economic Development	Goal ED 1: Promote economic stability, growth, and vitality to support a prosperous and sustainable economy for all people.	Suggested change to align with PSRC Vision 2050
Economic Development	ED 1.1.1: Identify ways the City can leverage land use entitlements and associated processes to incentivize and facilitate quality development that aligns with the City's vision and goals.	Proposed policy language
Economic Development	ED 1.1.2: Implement clear and objective development standards that incorporate built-in flexibility mechanisms to help streamline review processes while still achieving desired design outcomes across diverse neighborhood contexts.	Proposed policy language
Economic Development	ED 1.1.3: Incorporate comprehensive support for local business retention and new business development throughout all economic development efforts, leveraging Des Moines' competitive advantages and addressing underserved retail segments.	Proposed policy language
Economic Development	ED 1.3.1: Develop standards for mixed-use development that balance the integration of residential, commercial, and community spaces and promotes livability through green space, accessibility, pedestrian, and transit access.	Proposed policy language
Economic Development	ED 1.3.2: Review development standards for increasing building heights and density standards downtown, in existing centers, and along major transit corridors.	Proposed policy language
Economic Development	ED 1.3.3: Consider creating overlay districts in targeted areas to encourage transit-oriented development with reduced parking requirements and increased height allowances.	Proposed policy language
Economic Development	ED 1.4.2: Continue to coordinate economic development efforts within our region to increase the value of regional integration and assets.	Relates to PSRC MPP Ec-17 & Ec-20
Economic Development	ED 1.4.4: Support, recognize, and empower the contributions of the region's culturally and ethnically diverse communities, institutions, and Native Tribes.	Proposed policy language
Economic Development	ED 1.6: Promote environmental and socially responsible business practices, especially those addressing climate change, resilience, and improved health outcomes.	Relates to PSRC MPP Ec-8 & Ec-16
Economic Development	ED 1.6.1: Consider incentive programs to promote sustainable practices, including the use of eco-friendly materials, low-impact techniques, waste reduction, and resource efficiency.	Proposed policy language
Economic Development	ED 1.6.2: Promote environmental and socially responsible business practices, especially those addressing climate change, resilience, and improved health outcomes.	Proposed policy language
Economic Development	ED 1.7: Foster strategies that support small local businesses, facilitating their growth, while attracting new businesses that can create a diverse and resilient local economy.	Proposed policy language

Chapter/Element	Addition/Change	Rationale
Economic Development	ED 1.7.2: Strive to reduce disparities in access to opportunity and expand employment opportunities including economically disconnected neighborhoods.	Relates to PSRC MPP DP-2, Ec-8, & Ec-13-14
Economic Development	ED 1.7.3: Support a positive business climate and foster employment opportunities for businesses providing living wage jobs. This includes local enterprises, women- and minority-owned businesses, and start-up companies.	Proposed policy language
Economic Development	ED 1.7.4: Provide a welcoming business atmosphere that supports established and emerging industries, technologies, and services promoting environmental sustainability, especially those addressing climate change and resilience.	Proposed policy language
Economic Development	ED 1.7.5: Consider ways to address and prevent potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure.	Relates to PSRC MPP Ec-18
Economic Development	ED 1.8: Invest in infrastructure improvements to foster economic development and increase opportunities for transportation, pedestrian connections, and recreation within economic districts in Des Moines, particularly within the Marina District, and Pacific Ridge Neighborhood.	Proposed policy language
Economic Development	ED 1.8.1: Develop a multi-modal transportation plan that prioritizes pedestrian-friendly streetscapes, bike lanes, and corridors to better connect key economic districts, prioritizing improvements that link the marina to downtown.	Proposed policy language
Economic Development	ED 1.8.2: Fund projects that maintain and upgrade public spaces, parks, and recreational facilities within existing economic centers, as feasible. Prioritize infrastructure investments that enhance walkability, public amenities, and multimodal connectivity.	Proposed policy language
Economic Development	ED 1.9.1: Build on the strong amenities that exist in the city, including parks, beachfront, recreational opportunities, and view corridors by prioritizing the preservation existing features and expanding them into new areas where possible.	Proposed policy language
Economic Development	ED 1.9.2: Promote Des Moines' image and identity for purposes of attracting and growing business, tourism, and local spending. This would include work to partner and support agencies involved in promotion, marketing, and tourism.	Proposed policy language
Economic Development	ED 1.11: Develop destination branding and marketing programs for the Marina District, Redondo, and the Pacific Highway South corridor, to attract and promote economic activity within areas with existing amenity assets.	Proposed policy language
North Central Neighborhood	Segment 1b of the project focusing on S. 216th Street remains to be completed and is included in the City's Transportation Improvement Plan 2023-2042.	Updated information
North Central Neighborhood	In 2023, the City established an Innovation District Overlay in the North Central Neighborhood of Des Moines. The District is a place-based urban development strategy aimed to regenerate an under-performing area into a desirable location for innovative and creative companies and workers. The district is in place to support economic diversification, small business development, entrepreneurship, job creation, social equity, and environmental sustainability. The district can provide myriad benefits such as providing enhanced opportunities to develop workforce housing in proximity to jobs, transit, recreation, and open to complement the area and accomplish the highest and best use while simultaneously encouraging owner-occupied housing and enhancing and protecting recreational opportunities.	Suggested language based on Ordinance 1775.
North Central Neighborhood	Goal NCN 2: Enhance business development opportunities within the Innovation Overlay Districts.	Proposed policy language
North Central Neighborhood	NCN 1.1.3: Promote a mixture of high-density uses within business parks, including offices, wholesale trade, light manufacturing, research, and other related uses. Consider recreational facilities, including sport facilities with related retail uses. Promote a high-tech, research, and transit-oriented employment hub by encouraging projects that integrate workforce housing, technology-driven incubators, and transit-friendly employment centers.	Proposed policy language
North Central Neighborhood	NCN 2.1: Encourage new development, infill, and redevelopment within Innovation Overlay Districts.	Proposed policy language
North Central Neighborhood	NCN 2.1.1: Enable development that will complement and enhance the distinct physical characteristics of each district, support small business development and entrepreneurship, and provide the support systems such as education, training, and workforce housing.	Proposed policy language
North Central Neighborhood	NCN 2.1.2: Work collaboratively to increase opportunities for small business development in order to create greater efficiencies in land use and infrastructure to reduce associated costs and support multi-modal transportation options (non-motorized and bus transit).	Proposed policy language

Chapter/Element	Addition/Change	Rationale
Marina District	<p>The following recent projects enhanced the marina, and benefit the district:</p> <ul style="list-style-type: none"> <li>• The North Bulkhead &amp; Restroom Replacement project involved the replacement of 900 feet of Marina North bulkheads and improved urban design features, landscaping and pedestrian facilities at the site; the \$13.7M project leveraged \$3.9M in Washington State Grants</li> <li>• The Quarterdeck, a waterfront gathering space featuring a wine and coffee bar, has become a popular community hub at the Marina. By activating the waterfront with outdoor seating, events, and locally focused retail, it strengthens the Marina District as a vibrant destination.</li> <li>• The city rebuilt the Redondo Boardwalk in 2016. Following a destructive storm event in late 2014, the City partnered with legislative representatives and state, federal and local agencies, to receive significant resources to rebuild the boardwalk which was a \$4 Million project.</li> <li>• Boarding Float upgrades at the Redondo Boat Ramp and restroom facilities (this project included funding from the State Recreation and Conservation Office)</li> <li>• The historic picnic shelter &amp; restroom renovation project at Beach Park (this project included funding from the State Recreation and Conservation Office)</li> </ul>	Proposed recent project language
Marina District	MD 1.1.5: Support the growth of small, flexible commercial spaces, including pop-up retail, food vendors, and seasonal market opportunities that enhance the Marina District's economic vitality.	Proposed policy language
Marina District	MD 1.2.2: Encourage partnerships with local entrepreneurs, arts organizations, and maritime businesses to create unique commercial experiences along the waterfront.	Proposed policy language
Marina District	MD 1.2.3: Expand low-barrier water recreation opportunities, such as kayak launches, paddleboard rentals, and eco-tourism programs, to strengthen the Marina District as a recreational destination, where feasible.	Proposed policy language
Marina District	MD 2.1.2: Develop public art, wayfinding signage, and cultural markers to highlight the Marina District's maritime identity and create a stronger connection between downtown and the waterfront, where feasible.	Proposed policy language
Marina District	MD 2.7.1: Create an integrated transportation system that includes a comprehensive parking strategy, pedestrian and bicycle network, and streetscape improvements, when feasible. Explore pedestrian and micro-mobility solutions (e-bikes, shuttles, etc.) to improve connections between the Marina District, downtown, and nearby transit hubs.	Proposed policy language
Marina District	MD 2.8.2: Require new uses meet the required off-site parking standard at the time the use are authorized.	Proposed policy language