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Meeting Date:

1/15/2009





**AGENDA**  
**REGULAR MEETING DES MOINES CITY COUNCIL**  
**January 15, 2009 - 7:30 p.m.**

CALL TO ORDER - Mayor Sheckler

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC: At this time you are invited to comment on items that you wish to bring to Council's attention. Please sign in prior to the meeting and limit your comments to three minutes or less.

BOARD & COMMITTEE REPORTS

PRESIDING OFFICER'S REPORT

COUNCILMEMBER COMMENTS

ADMINISTRATION REPORTS

CONSENT CALENDAR\*

1. Motion is to confirm Mayor Sheckler's reappointments to the Planning Agency of John Savage and Robert Polwarth to four year terms effective January 1, 2009.

2. TWO MOTIONS:

A. Draft Resolution No. 09-003 - Title: A Resolution of the City Council of the City of Des Moines, Washington, recognizing the City's 50<sup>th</sup> Anniversary and declaring 2009 to be the City Birthday Recognition Year.

B. Motion is to approve Draft Resolution No. 09-003.

MOTION is to approve the Waterland Music Series, Spring Egg Hunt, 4<sup>th</sup> of July Run, Comedy Night in Des Moines, Beach Park Jazz & Blues Series, Trash to Treasure, Waterland 5K Fun Balloon, Wenatchee Youth Circus and Federal Way Symphony Garden Tour as sanctioned events for our 50<sup>th</sup> Birthday celebration.

3. Motion is to direct the City Manager to execute the Public Works Trust Fund Loan Agreement (PR08-951-112) in the amount of \$1,000,000 for the Des Moines Transportation Gateway Project, substantially in the form as submitted.

4. Draft Ordinance No. 08-050 - Title: An Ordinance of the City of Des Moines, Washington relating to the traffic code and the parks and recreation, amending DMMC 10.20.010, DMMC 10.20.020, DMMC 10.20.030, adding a new section to chapter 10.20 relating to the Beach speed, amending DMMC 19.08.030, and revising speed limits on certain streets that are located in the City of Des Moines.

MOTION is to approve Draft Ordinance No. 08-050 on second reading.

5. Motion is to authorize the City Manager to approve the supplements to the Professional Services Agreements for on-Call Civil Engineering Services (2007-2009) increasing the



- amount from a maximum of \$500,000 each to a maximum of \$1,000,000 each in order to cover existing and unforeseen civil engineering work as needed through December 31, 2009.
6. Motion is authorize the City Manager to approve Task Order Supplement 2 with Fehr & Peers Mirai for work on the Comprehensive Transportation Plan in the amount of \$49,850.00, bringing the total amount for this Task Order Assignment to \$369,847.00, authorize the City Manager to approve other Task Order Supplements as necessary up to an amount of \$5,000.00 for the overall Task Order Assignment, and further authorize the City Manager to sign the contract with Gordon Thomas Honeywell
7. Motion is to authorize the City Manager or his designee to sign said Task Order Supplements substantially in the form as submitted.
8. Motion is to adopt the Intergovernmental Polices and Positions as amended by the City Council

\*NOTE: Items on the Consent Calendar are either routine or have been previously discussed. Any item may be removed by a Councilmember.

### PUBLIC HEARING

- Draft Ordinance No. 08-163 Regarding Multi-Family Tax Exemption - 1<sup>st</sup> Reading
- SUMMARY: The purpose of this agenda item is to facilitate Council's consideration of the draft ordinance implementing a Multifamily Tax Exemption program (MFTE) for developments on properties within the Pacific Ridge Area.
- Staff Presentation: Land Use Planner II

### OLD BUSINESS

1. Passenger Ferry Service - Update - *Moved to Feb. 5<sup>th</sup>*
- SUMMARY: The purpose of this agenda item is to update the Council on passenger-only ferry (POF) study conclusions, identify Council concerns about making Des Moines a POF destination, and seek Council approval on a policy position for the City being included in a two year POF demonstration project by the King County Ferry District.
- Staff Presentation:

### NEW BUSINESS

- Downtown Planning - *Moved to 1-22-09*
- SUMMARY: The purpose of this agenda item is to confirm staff's understanding of Council direction from the Sept. 27<sup>th</sup> Retreat and Oct. 2<sup>nd</sup> discussion of policy priorities and to confirm Council's direction on a vision and mission statement for Downtown planning work.
- Staff Presentation: Planning Manager

MEETING DATE - Regular Meeting January 22, 2009

MENT







# AGENDA ITEM

BUSINESS OF THE CITY COUNCIL  
City of Des Moines, WA

SUBJECT: Acceptance of Public Works Trust  
Fund Loan for the Des Moines Transportation  
Gateway Project

FOR AGENDA OF: January 15, 2009

DEPT. OF ORIGIN: Planning, Building & Public  
Works

DATE SUBMITTED: January 7, 2009

## ATTACHMENTS:

1: PWTF Loan Agreement (PR-951-112)

## CLEARANCES:

[X] Planning, Building & Public Works  
[X] Legal  
[X] Finance

APPROVED BY CITY MANAGER  
FOR SUBMITTAL:

## Purpose and Recommendation

The purpose of this item is to accept design of the Des Moines Transportation Gateway Project, which will include improvements to South 216<sup>th</sup> Street between Interstate 5 and South 208<sup>th</sup> Street.

## Suggested Motion

The following motion will appear on the Consent Calendar:  
"I move to direct the City Manager to execute the Public Works Trust Fund Loan Agreement of \$1,000,000 for the Des Moines Transportation Gateway Project, substantially as presented."

## Background

On August 7, 2008, Council reviewed by the Public Works Board through a highly competitive process. Ultimately, the City was selected to receive this Public Works Trust Fund loan for the Des Moines Transportation Gateway Project, of which the pre-construction and design effort of the Transportation Improvement Program has been adopted as part of the 2009 Arterial Streets Capital



- South 216<sup>th</sup> Street Improvement – Segment 1 (I-5 to 24<sup>th</sup> Avenue South widening with turn lanes)
- South 216<sup>th</sup> Street Improvement – Segment 2 (19<sup>th</sup> Avenue South to and including the 24<sup>th</sup> Avenue South intersection, widening with curb gutter, sidewalks and bike lanes)
- 24<sup>th</sup> Avenue S. Improvement Project – S. 216<sup>th</sup> St. to S. 208<sup>th</sup> St. widening to 5 lanes with curb gutter and sidewalk.

### Discussion

This Public Works Trust Fund loan will initially be set for a 5-year term, at an interest rate of 0.5%. Provided that the City can demonstrate that construction of the gateway project will occur, the Board may extend the term to 20 years. Staff believes that the City will be able to demonstrate that the project will be constructed, and will seek an extension of the term limit as early in the process as possible.

Construction phasing of the project is dependent upon potential sources of local, state, federal and private funding sources including traffic impact fees. In December the City received \$820,000 of mitigation fees in addition to necessary right-of-way dedication from the Prologis development located off of 24<sup>th</sup> Avenue South. The Port of Seattle is interested in advancing work on the related Des Moines Creek Business Park and continues to facilitate economic development in partnership with the City. Time is of the essence. Upon completion of design and acquiring of necessary rights-of-way, staff believes the City will be in a competitive position to secure additional Public Works Board funding and be able to rapidly execute construction contract(s) to provide the needed infrastructure to support the Des Moines Creek Business Park. The Trust Fund loan can be complete within 24 months.

### Alternatives

The Council could elect to not accept this loan. The result of this scenario would be to postpone the Des Moines Transportation Gateway design efforts, potentially jeopardize upcoming grants and loans for construction of the improvements, and potentially delay the development of adjacent property.

### Financial Impact

The costs for the repayment of this loan have been budgeted and included in the three interrelated projects identified in the 2009 Arterial Streets CIP. However, the repayment schedule identified on the Arterial Streets CIP assumes a 20 year repayment schedule. Once the design efforts are further along to a point that the construction project can be demonstrated, staff will request that the Board extend the term of the loan to 20 years.

### Recommendation/Conclusion

Staff recommends that the Council approve the proposed project.

### Concurrence

Legal and Finance are in agreement that the City should enter into an agreement.

PUBLIC WORKS TRUST FUND  
PRE-CONSTRUCTION LOAN AGREEMENT

BETWEEN  
PUBLIC WORKS BOARD  
AND  
CITY OF DES MOINES

LOAN NUMBER PR08-951-112

**PART I: ENTIRE AGREEMENT**

This agreement, and incorporated attachments contains all terms and conditions agreed to by the WASHINGTON STATE PUBLIC WORKS BOARD (referred to as the "BOARD") and the City of Des Moines (referred to as the "BORROWER") and no other statements or representations, written or oral, shall be deemed a part thereof. This contract includes ATTACHMENT I: SCOPE OF WORK, which consists of a description of local project activities, certification of the project's useful life, estimated project costs and fund sources; and ATTACHMENT II: ATTORNEY'S CERTIFICATION. These attachments are, by this reference, incorporated into this agreement as though set forth fully herein.

The PUBLIC WORKS BOARD and the BORROWER have executed this agreement as of the date and year last written below.

PUBLIC WORKS BOARD

Terry Davis, Finance & Operations Manager

Date

BORROWER

Signature

Print Name

Title

Date

916016496

Federal Taxpayer Identification Number

APPROVED AS TO FORM ONLY  
This 3<sup>rd</sup> Day of January, 2008  
Rob McKenna  
Attorney General

By: Signature on File  
Kathryn Wyatt  
Assistant Attorney General

**ATTACHMENT 1**

Loan Agreement  
11/24/2008



## **PART II: INTRODUCTION**

This loan agreement is made and entered into by and between the BOARD, or its successor, and the BORROWER.

Acting under the authority of Chapter 43.155 RCW, the BOARD has awarded the BORROWER a Public Works Trust Fund loan for an approved public works project.

## **PART III: PURPOSE**

The BOARD and the BORROWER have entered into this agreement to undertake a local public works project that furthers the goals and objectives of the Washington State Public Works Trust Fund Program. The project will be undertaken by the BORROWER and will include the activities described in ATTACHMENT I: SCOPE OF WORK. The project must be undertaken in accordance with PART IV: TERMS AND CONDITIONS, and all applicable state and local laws and ordinances, which by this reference are incorporated into this agreement as though set forth fully herein.

## **PART IV: TERMS AND CONDITIONS**

The parties to this agreement agree as follows:

### **4.01 Rate and Term of Loan**

The BOARD, using funds appropriated from the Public Works Assistance Account, shall loan the BORROWER a sum not to exceed \$1,000,000.00. The interest rate shall be 0.50% per annum on the outstanding principal balance. The term of the loan shall not exceed 5 years, with the final payment due July 1, 2013.

The BOARD may extend the term limit of the Pre-Construction project to twenty years when the jurisdiction demonstrates that construction for this project will occur. The BORROWER must provide written documentation of construction funding commitment before the first principal payment is due.

### **4.02 Eligible Project Costs and Local Project Share**

Eligible project costs must consist of expenditures eligible under WAC 399-30-030 and be related only to project activities described in ATTACHMENT I: SCOPE OF WORK. Only those costs incurred after execution of this loan agreement can be reimbursed with Public Works Trust Fund monies.

The BORROWER pledges to use an amount of local funds as local project share of not less than 15.0% of the total eligible portion of the project cost not funded by federal or state grants as identified in ATTACHMENT I: SCOPE OF WORK. The amount of the local funds will be verified at project closeout. Expenditures made up to twelve (12) months prior to the execution of the loan agreement and verified at the time of project closeout may be used as match for local project share. Any increase in the percentage of local funds may require an adjustment in the loan amount or interest rate charged, or both. The interest rate adjustment will apply to the remaining payments beginning the fiscal year of closeout. The BORROWER agrees to execute the Certified Closeout Amendment as an amendment to this agreement adjusting the loan amount or interest rate, as appropriate.



#### 4.03 Disbursement of Loan Proceeds

The availability of funds in the Public Works Assistance Account is a function of tax collection, loan repayment, and legislative appropriation. If funding or appropriation is not available at the time the invoice is submitted, or when the agreement is executed, the issuance of warrants will be delayed or suspended until such time as funds become available. Therefore, subject to the availability of funds, warrants shall be issued to the BORROWER for payment of allowable expenses incurred by the BORROWER while undertaking and administering approved project activities in accordance with ATTACHMENT I: SCOPE OF WORK. In no event shall the total Public Works Trust Fund loan exceed **85.00%** of the eligible actual project costs. The BORROWER shall initiate a loan disbursement using a Washington State Invoice Voucher form. The loan funds will be disbursed to the BORROWER as follows:

Upon formal execution of this agreement, a sum not to exceed seventy-five percent (75%) of the approved Public Works Trust Fund loan may be disbursed to the BORROWER.

At the time of project completion, a Certified Closeout Amendment, (refer to Section 4.17 for Certified Closeout Amendment), shall be submitted to the BOARD by the BORROWER certifying total actual project costs.

The final Public Works Trust Fund loan disbursement shall bring the total loan to the lesser of **85.00%** of the eligible project costs or the total of **\$1,000,000.00**. The Certified Closeout Amendment shall serve as a contract amendment determining the final loan amount, local share, and interest rate.

In the event that the final costs identified in the Certified Closeout Amendment indicate that the BORROWER has received Public Works Trust Fund monies in excess of **85.00%** of eligible costs, all funds in excess of **85.00%** shall be repaid to the Public Works Assistance Account by payment to the Department of Community, Trade and Economic Development, or its successor, within 30 days of submission of the Certified Closeout Amendment.

#### 4.04 Interest Earned on Public Works Trust Fund Monies

All interest earned on Public Works Trust Fund Monies held by the BORROWER shall accrue to the benefit of the BORROWER and be applied to the eligible costs of the approved project. Benefits shall accrue in one of two ways:

1. Reduce the amount of the Public Works Trust Fund loan, or
2. Pay any part of eligible project costs that are in excess of ATTACHMENT I: SCOPE OF WORK estimates, if there is an overrun of project costs.

The BORROWER shall establish procedures to ensure that all monies received from the Public Works Trust Fund loan can be readily identified and accounted for at any time during the life of this loan agreement. Such procedures shall consist of the establishment of a separate fund, account, sub-account or any other method meeting generally accepted accounting principles. In event of termination, all principal, interest earned on invested loan principal, and accrued interest payable shall be repaid in full within 30 days by the BORROWER.



#### 4.05 Time of Performance

The BORROWER shall begin the activities identified within ATTACHMENT I: SCOPE OF WORK no later than three (3) months after loan agreement execution, and reach project completion no later than twenty-four (24) months after the date of agreement execution.

Failure to meet Time of Performance shall constitute default of this agreement. In the event of extenuating circumstances, the BORROWER may request, in writing, that the BOARD extend the deadline for project completion. The BOARD may, by a two-thirds vote, extend the deadline.

The term of this agreement shall be for the entire term of the loan, regardless of actual project completion, unless terminated sooner as provided herein.

#### 4.06 Repayment

Loan repayment installments are due on July 1<sup>st</sup> of each year during the term of the loan. The first loan repayment is due July 1, 2009. Interest only will be charged for this payment if a draw is made prior to this date. All subsequent payments shall consist of principal and accrued interest due on July 1<sup>st</sup> of each year during the remaining term of the loan.

Repayment of the loan under this agreement shall include an interest rate of **0.50% per annum** based on a 360 day year of twelve 30 day months. Interest will begin to accrue from the date each warrant is issued to the BORROWER. The final payment shall be on or before **July 1<sup>st</sup>, 2013** of an amount sufficient to bring the loan balance to zero.

The BORROWER has the right to repay the unpaid balance of the loan in full at any time or make accelerated payments without penalty.

The BORROWER will repay the loan in accordance with the preceding conditions through the use of a check, money order, or equivalent means made payable to the Washington State Department of Community, Trade and Economic Development, or its successor.

#### 4.07 Default in Repayment

Loan repayments shall be made on the loan in accordance with Section 4.06 of this agreement. A payment not received within thirty (30) days of the due date shall be declared delinquent. Delinquent payments shall be assessed a monthly penalty beginning on the first (1<sup>st</sup>) day past the due date. The penalty will be assessed on the entire payment amount. The penalty will be one percent (1%) per month or twelve percent (12%) per annum. The same penalty terms shall apply at project closeout if the repayment of loan funds in excess of eligible costs are not repaid within 30 days as provided for in Section 4.03.

The BORROWER acknowledges and agrees to the BOARD'S right, upon delinquency in the payment of any annual installment, to notify any other entity, creditors, or potential creditors of the BORROWER of such delinquency.

The BORROWER shall be responsible for all legal fees incurred by the BOARD in any action undertaken to enforce its rights under this section.

#### 4.08 Loan Security

This loan is a general obligation of the BORROWER.

Nothing in this section shall absolve the BORROWER of its obligation to make loan repayments when due, and to adjust rates, fees, or surcharges, if necessary, to meet its obligations under this agreement.

#### 4.09 Recordkeeping and Access to Records

The BOARD, the BOARD's agents, and duly authorized officials of the State shall have full access and the right to examine, copy, excerpt, or transcribe any pertinent documents, papers, records, and books of the BORROWER and of persons, firms, or organizations with which the BORROWER may contract, involving transactions related to this project and this agreement.

The BORROWER agrees to retain all records pertaining to this project and this agreement for a period of six years from the date of project closeout. If any litigation, claim or audit is started before the expiration of the six-year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been resolved.

#### 4.10 Reports

The BORROWER shall furnish the BOARD with quarterly progress reports, a Certified Closeout Amendment and other periodic reports at such times and on such forms as the BOARD may require, pertaining to the activities undertaken pursuant to this agreement. Failure to file periodic reports as requested may result in termination of this agreement as per Section 4.13.

#### 4.11 Indemnification

The BORROWER will defend, protect, indemnify, save, and hold harmless the BOARD, and the state of Washington from and against any and all claims, costs, damages, expenses, or liability for any or all injuries to persons or tangible property, arising from the acts or omissions of the BORROWER or any of its contractors or subcontractors, or any employees or agents in the performance of this agreement, however caused. In the case of negligence of both the BOARD and the BORROWER, any damages allowed shall be levied in proportion to the percentage of negligence attributable to each party.

#### 4.12 Amendments, Modifications, Assignments, and Waivers

BORROWER may request an amendment to this agreement, which does not increase the amount of the loan, for the purpose of modifying the ATTACHMENT I: SCOPE OF WORK or for extending the time of performance as provided for in Section 4.05. Neither this agreement nor any claims arising under this agreement may be transferred or assigned by the BORROWER without prior written consent of the BOARD. No conditions or provisions of this agreement may be waived unless approved by the BOARD in writing. No amendment or modification shall take effect until approved in writing by both the BOARD and the BORROWER and attached hereto.

#### 4.13 Termination for Cause

If the BORROWER fails to comply with the terms of this agreement, or fails to use the loan proceeds only for those activities identified in ATTACHMENT I: SCOPE OF WORK, the BOARD may terminate the agreement in whole or in part at any time. The BOARD shall notify the BORROWER in writing of its determination to terminate, the reason for such termination, and the effective date of the termination. Nothing in this section shall affect the BORROWER's obligation to repay the unpaid balance of the loan.



#### 4.14 Termination for Convenience

The BOARD may terminate this agreement in the event that federal or state funds are no longer available to the BOARD, or are not appropriated for the purpose of meeting the BOARD'S obligations under this agreement. Termination will be effective when the BOARD sends written notice of termination to the BORROWER. Nothing in this section shall affect BORROWER obligations to repay the unpaid balance of the loan.

#### 4.15 Governing Law and Venue

This agreement shall be construed and enforced in accordance with, and the validity and performance hereof shall be governed by, the laws of the state of Washington. Venue of any suit between the parties arising out of this agreement shall be the Superior Court of Thurston County, Washington. The prevailing party is entitled to recover costs in accordance with Washington State Law (Chapter 4.84 RCW).

#### 4.16 Severability

If any provision under this agreement or its application to any person or circumstances is held invalid by any court of rightful jurisdiction, this invalidity does not affect other provisions of the agreement which can be given effect without the invalid provision.

#### 4.17 Project Completion and Certified Closeout Amendment

The BORROWER shall initiate a Certified Closeout Amendment when activities identified in ATTACHMENT I: SCOPE OF WORK are complete. The BOARD will supply the BORROWER with the Certified Closeout Amendment documents upon request.

The BORROWER shall provide the following information to the BOARD:

1. A certified statement of the actual dollar amounts spent, from all fund sources, in completing the project as described.
2. A certified statement that the project, as described in the Loan Agreement's Scope of Work, is complete and has been designed/constructed to required standards.
3. Certification that all costs associated with the project have been incurred. Costs are incurred when goods and services are received and/or contract work is performed.
4. Provide status of performance measures identified in ATTACHMENT I: SCOPE OF WORK.
5. In accordance with Section 4.03 of this agreement, the BORROWER will submit, together with the Certified Closeout Amendment, a request for a sum not to exceed the loan amount or refund of any excess loan funds. Any final disbursement shall not occur prior to the completion of all project activities.
6. Repayment of excess loan funds disbursed to the BORROWER must be made within 30 days of completion of the Certified Closeout Amendment.

#### 4.18 Contractor Requirement

The BORROWER shall be responsible to ensure that their contractor(s) are in compliance with the Department of Revenue and the Department of Labor & Industries requirements.

#### 4.19 Audit

Audits of the BORROWER'S project activities may be conducted by the Municipal Division of the State Auditor's Office in accordance with state law and any guidelines the Department of Community, Trade and Economic Development, or its successor, may prescribe. Payment for the audit shall be made by the BORROWER.

#### 4.20 Project Signs

If the BORROWER displays, during the period covered by this agreement, signs or markers identifying those agencies participating financially in the approved project, the sign or marker must identify the Washington State Public Works Trust Fund as a participant in the project.

#### 4.21 Nondiscrimination Provision

During the performance of this contract, the BORROWER shall comply with all federal and state nondiscrimination laws, including, but not limited to Chapter 49.60 RCW, Washington's Law Against Discrimination, and 42 U.S.C. 12101 et seq, the Americans with Disabilities Act (ADA).

In the event of the BORROWER'S noncompliance or refusal to comply with any applicable nondiscrimination law, regulation, or policy, this contract may be rescinded, canceled, or terminated in whole or in part, and the BORROWER may be declared ineligible for further contracts with the BOARD. The BORROWER shall, however, be given a reasonable time in which to cure this noncompliance.

#### 4.22 Historical and Cultural Artifacts

Borrower agrees that Borrower is legally and financially responsible for compliance with all laws, regulations, and agreements related to the preservation of historical or cultural artifacts and agrees to hold harmless the State of Washington in relation to any claim related to such historical or cultural artifacts discovered, disturbed, or damaged as a result of Borrower's public works project funded under this agreement.

In addition to the requirements set forth in this agreement Borrower shall, in accordance with Executive Order 05-05, coordinate with DAHP, including any recommended consultation with any affected tribe(s), during project design and prior to construction to determine the existence of any tribal cultural resources affected by the proposed public works project. Borrower agrees to avoid, minimize, or mitigate impacts to the cultural resource as a continuing pre-requisite to receipt of funds under this agreement.

Borrower agrees to furnish to the Board copies of any monitoring plan or agreement arising from Borrower's coordination and consultation with DAHP or an affected tribe.

Failure by Borrower to fully comply with the requirements set forth in this provision to the satisfaction of the Board shall result in a suspension of loan disbursements or termination of this agreement if not timely cured.

#### 4.23 Competitive Bidding Requirements

The BORROWER shall comply with the provisions of RCW 43.155.060 regarding competitive bidding requirements for projects assisted in whole or in part with money from the Public Works Trust Fund program.



**PART V: SPECIAL CONDITIONS**

None.

## ATTACHMENT I: SCOPE OF WORK

### PUBLIC WORKS TRUST FUND PRE-CONSTRUCTION LOAN PROGRAM

#### PR08-951-112 City of Des Moines Des Moines Gateway Project

**Loan Term:** 5 years

**Scope of Work:**

- Survey existing roadway and planned roadway area, extending from 18th Avenue South to I-5 along South 216th Street, and extending along 24th Avenue South from south of South 216th Street to South 208th Street.
- Engineering Report – traffic report illustrating traffic needs in the corridor with planned development underway, storm water management report.
- Environmental Review – including SEPA checklist (NEPA environmental assessment if federal funds are part of funding package), identification of any right of way required for the project (where, how much), biological assessment for the project area.
- Cultural & Historical Resources Review – for the corridor and affected areas
- Land/Right of Way Acquisition – develop the Right of Way Plan based on 30% design (we do not plan to go forward with full right of way acquisition without full funding for construction of the project. We may move forward with some strategic right of way acquisition, as opportunities arise and funding allows. We can proceed with right of way plan.
- Public Involvement/Information effort – We will continue to work with developers, having open house meetings on projects, working with Council and involving adjacent property owners and affected community members through the SEPA and design process.
- PS&E Preparation We will prepare 100% PS&E documents, awaiting construction funding to go to bid. Project will not be built all at once. We will have design to 100%, ready to finalize as construction funding becomes available.



## ESTIMATED PROJECT COSTS

| Cost Category                            | Revised Budget        |
|------------------------------------------|-----------------------|
| Engineering Report                       | \$468,200.00          |
| Environmental Review                     | \$173,000.00          |
| Historical Review (Section 106 or 05-05) | \$30,600.00           |
| Land/ROW Acquisition                     | \$0.00                |
| Permits                                  | \$20,400.00           |
| Public Involvement/Information           | \$81,500.00           |
| Bid Documents                            | \$1,040,000.00        |
| Construction                             | \$0.00                |
| Other Fees                               | \$0.00                |
| Contingency: 0.00%                       | \$0.00                |
| Other: Survey Work                       | \$224,000.00          |
| Other:                                   | \$0.00                |
| Other:                                   | \$0.00                |
| Other:                                   | \$0.00                |
| <b>TOTAL ESTIMATED COSTS</b>             | <b>\$2,037,700.00</b> |

## ANTICIPATED FUNDING SOURCES

| Type of Funding               | Source                                      | Revised Budget Amount |
|-------------------------------|---------------------------------------------|-----------------------|
| <b>Grants</b>                 |                                             |                       |
| Grant #1                      | FY 2009 Federal Earmark Grant               | \$0.00                |
| Grant #2                      | TIB Grant                                   | \$0.00                |
| Grant #3                      | TIB Grant Future                            | \$0.00                |
| Other Grants                  |                                             | \$0.00                |
| <b>Total Grants</b>           |                                             | <b>\$0.00</b>         |
| <b>Loans</b>                  |                                             |                       |
| <i>This PWTf Loan Request</i> | <i>Public Works Board</i>                   | <i>\$1,000,000.00</i> |
| Other Loan #1                 |                                             | \$0.00                |
| Other Loan #2                 |                                             | \$0.00                |
| Other Loans                   |                                             | \$0.00                |
| New Loans                     |                                             | \$0.00                |
| <b>Total Loans</b>            |                                             | <b>\$1,000,000.00</b> |
| <b>Local Revenue</b>          |                                             |                       |
| Source #1                     | Traffic Impact Fees                         | \$300,000.00          |
| Source #2                     | In Lieu Fees (current CIP)                  | \$642,150.00          |
| Source #3                     | Arterial Streets                            | \$95,550.00           |
| Other Local Revenue           |                                             | \$0.00                |
| New Local Revenue             |                                             | \$0.00                |
| <b>Total Local Revenue</b>    |                                             | <b>\$1,037,700.00</b> |
| <b>Other Funds</b>            |                                             |                       |
| Source #1                     | Frontage/Arterial St/R-of-W/Mitigation Fees | \$0.00                |
| Source #2                     |                                             | \$0.00                |
| <b>Total Other Funds</b>      |                                             | <b>\$0.00</b>         |
| <b>TOTAL FUNDING</b>          |                                             | <b>\$2,037,700.00</b> |



## CALCULATING LOCAL PERCENTAGE

(Note: Please exclude any expansion/growth costs and funding **before** calculating the local percentage.)

Calculate as follows:

$$\frac{\text{Total Local Revenue}}{\text{PWTF Loan} + \text{Total Local Revenue}} = \text{Local Percentage: } \underline{15.0\%}$$

The local contribution must be at least:

|                       |                             |      |
|-----------------------|-----------------------------|------|
| Five percent (5%)     | for a loan interest rate of | 2%   |
| Ten percent (10%)     | for a loan interest rate of | 1%   |
| Fifteen percent (15%) | for a loan interest rate of | 0.5% |

**ATTACHMENT II: ATTORNEY'S CERTIFICATION**  
**Public Works Trust Fund**  
**PR08-951-112**

I, \_\_\_\_\_, hereby certify:

I am an attorney at law admitted to practice in the State of Washington and the duly appointed attorney of the **City of Des Moines** (the BORROWER); and

I have also examined any and all documents and records which are pertinent to the loan agreement, including the application requesting this financial assistance.

Based on the foregoing, it is my opinion that:

1. The BORROWER is a public body, properly constituted and operating under the laws of the State of Washington, empowered to receive and expend federal, state and local funds, to contract with the State of Washington, and to receive and expend the funds involved to accomplish the objectives set forth in their application.
2. The BORROWER is empowered to accept the Public Works Trust Fund financial assistance and to provide for repayment of the loan as set forth in the loan agreement.
3. There is currently no litigation in existence seeking to enjoin the commencement or completion of the above-described public facilities project or to enjoin the BORROWER from repaying the Public Works Trust Fund loan extended by the BOARD with respect to such project. The BORROWER is not a party to litigation which will materially affect its ability to repay such loan on the terms contained in the loan agreement.
4. Assumption of this obligation would not exceed statutory and administrative rule debt limitations applicable to the BORROWER.

\_\_\_\_\_  
Signature of Attorney

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name

\_\_\_\_\_  
Address



## AGENDA ITEM

### BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Mayor's Reappointments to Planning  
Agency

ATTACHMENTS:  
None

FOR AGENDA OF: January 15, 2009

DEPT. OF ORIGIN: Legislative

DATE SUBMITTED: January 2, 2009

CLEARANCES:

[ ] \_\_\_\_\_

APPROVED BY CITY MANAGER

FOR SUBMITTAL: 

### RECOMMENDED ACTION

It is recommended that Council approve the following motion on the Consent Calendar:

"Motion is to confirm Mayor Sheckler's reappointments to the Planning Agency of Robert Polwarth and John Savage to four year terms effective January 1, 2009."

### SUMMARY STATEMENT

Mr. Polwarth and Mr. Savage are eligible for reappointment to the Planning Agency in accordance with DMMC 4.24.040(2), and have indicated a willingness to continue to serve the community in this capacity and accept reappointment to four year terms.

## AGENDA ITEM

### BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: 50<sup>th</sup> Birthday Celebration

FOR AGENDA OF: January 15, 2009

**ATTACHMENTS:**

1. List of currently proposed 50<sup>th</sup> birthday events
2. Event App – Waterland Music Series
3. Event App – Spring Egg Hunt
4. Event App – 4<sup>th</sup> of July Headliner Jr. Cadillac
5. Event App – Beach Park Jazz & Blues Series
6. Event App – Trash to Treasure
7. Event App – Waterland 5K Fun Run
8. Event App – Comedy Night in Des Moines
9. Event App – TPD Polar Bear Plunge
10. Event App – Eleanor Roosevelt, No Ordinary Woman
11. Event App – Des Moines Sports Night
12. Event App – Time Capsule
13. Event App – Remax Hot Air Balloon
14. Event App – Wenatchee Youth Circus
15. Event App – Federal Way Symphony Garden Tour
16. Draft Resolution No. 09-003

DEPT. OF ORIGIN: Executive

DATE SUBMITTED: January 2, 2009

**CLEARANCES:**

☐ PARKS & RECREATION \_\_\_\_\_  
☒ LEGAL PB \_\_\_\_\_

APPROVED BY CITY MANAGER

FOR SUBMITTAL: AT

#### **Purpose and Recommendation**

The purpose of this item is to seek council approval for the sanctioning of additional events to be held as a part of the City of Des Moines year long 50<sup>th</sup> birthday celebration.

#### **Suggested Motions**

**Motion #1:** "I move to adopt Draft Resolution 09-002 declaring 2009 to be City of Des Moines Birthday Recognition Year."

**Motion #2:** "I move to approve the Waterland Music Series, Spring Egg Hunt, 4<sup>th</sup> of July Headliner Jr. Cadillac, Beach Park Jazz & Blues Series, Trash to Treasure, Waterland 5K Fun Run, Comedy Night in Des Moines, Tukwila Police Department Polar Bear Plunge, Eleanor Roosevelt, No Ordinary Woman, Des Moines Sports Night, Time Capsule, Remax Hot Air Balloon, Wenatchee Youth Circus and Federal Way Symphony Garden Tour as sanctioned events for our 50<sup>th</sup> Birthday celebration."



## **Background**

On July 12, 2008, the City of Des Moines hosted a leadership summit to explore ways to celebrate the 50<sup>th</sup> Anniversary of the incorporation of the City of Des Moines. At the conclusion of the summit a steering committee was selected to continue with more specific planning. The committee met several times culminating in a large 50<sup>th</sup> Birthday Party planning meeting on September 6, 2008 in the Activity Center.

In addition to the official city co-sponsored events, other community groups were invited to submit ideas for an event they would like to produce. They were also invited to request sanction of an established event as a 50<sup>th</sup> Birthday event. A sanctioned event is entitled to use the 50<sup>th</sup> Birthday logo and to be included in the 50<sup>th</sup> Birthday marketing.

On December 11, 2008 the city council approved the sanctioning of several city sponsored events including the Black Tie Gala, the 50<sup>th</sup> Birthday Open House, the Waterland City's 50<sup>th</sup> Birthday Parade, the 50<sup>th</sup> Birthday Street Festival Marina Events and the 50<sup>th</sup> Birthday Street Festival Marine View Drive Events. City Council also approved for 50<sup>th</sup> Birthday celebration sanctioning the 4<sup>th</sup> of July Fireworks Over Des Moines and the Jobies Community Carnival.

## **Discussion**

Since the December 11<sup>th</sup> meeting, additional community events requesting approval have been submitted to and approved by the steering committee. In addition, several existing city events – both Parks and Recreation sponsored events and Des Moines Arts Commission sponsored events – are requesting formal 50<sup>th</sup> Birthday Sanctioning.

All events are listed on attachment one (1) and a copy of the original event sanctioning request for each event is also included on the attachment.

## **Alternatives**

The Council can choose not to adopt Draft Resolution 09-003 declaring 2009 City of Des Moines Birthday year.

The Council can also choose not to sanction any or all of the proposed events.

## **Financial Impact**

There is no additional cost to sanction independent community events. They already have funding or will be seeking a separate financial sponsor.

There is also no additional cost to sanction Parks and Recreation or Arts Commission sponsored events. These items are existing, ongoing activities and are already programmed into the approved 2009 budget.

## **Recommendation**

Staff recommends approval of the proposed sanctioned events.

50th Birthday Sanctioned Event List

| Event                                                           | Date & Time                                   | Location                     | Sponsor                                     | Contact                                            |
|-----------------------------------------------------------------|-----------------------------------------------|------------------------------|---------------------------------------------|----------------------------------------------------|
| Birthday Open House & Historical Display                        | 06/17/2009<br>4:00-8:00 pm                    | Odd Fellows Hall             | City of Des Moines                          | John Crispin<br>206-878-0804                       |
| Black Tie Gala                                                  | 03/21/2009<br>6:00 pm                         | Highline Comm. College       | City of Des Moines                          | Donna Longwell<br>206-870-4366                     |
| *50th Birthday Parade                                           | 07/18/2009                                    | Marine View Drive S.         | City of Des Moines                          | Anna Bjorneby 824-1404                             |
| *50th Birthday Festival & Street Fair                           | 07/18/2009<br>All Day                         | Marina                       | City of Des Moines                          | Joe Jewell & Scott Wilkins<br>870-6724 or 878-5940 |
| *50th Birthday Festival & Street Fair (Cultural Events)         | 07/18/2009                                    | Cultural Stage<br>Marina     | Samoan Christian Fellowship                 | Rudy Allen<br>206-870-1663                         |
| *Fireworks Over Des Moines                                      | 07/04/2009<br>8:00 pm                         | Marina                       | Rotary & Powell Homes<br>City of Des Moines | Jim Polhamus<br>206-824-4175                       |
| Jobies Community Carnival                                       | 08/15/2009                                    | Job's Daughters              | 2208 S. 223rd Masonic Hall                  | Brittany Anders-Larson<br>206-304-0164             |
| Waterland Music Series                                          | 2/3 & 4/21 2009<br>7:00 pm                    | Highline Comm. College       | Des Moines Art Commission                   | Nic Lind<br>206-870-6582                           |
| Spring Egg Hunt                                                 | 04/11/2009                                    | Des Moines Beach Park        | Des Moines Park & Rec                       | Sara Gould<br>206-70-6548                          |
| Fireworks over Des Moines<br>Headline Performer<br>Jr. Cadillac | 07/04/2009                                    | Des Moines Beach Park        | Des Moines Art Commission                   | Nic Lind<br>206-870-6582                           |
| Beach Park Jazz & Blues<br>Series                               | 7/25 ,8/1, 8/8<br>8/15 & 8/22 2009<br>7:00 pm | Des Moines Beach Park        | Des Moines Art Commission                   | Nic Lind<br>206-870-6582                           |
| Trash to Treasure                                               | 08/01/2009<br>All Day                         | Des Moines Activity Center   | Des Mones Sr. Center                        | Sue Padden<br>206-878-1642                         |
| Waterland 5K Fun Run                                            | 08/01/2009                                    | Marina                       | Des Moines Park & Rec                       | Ralph Thomas<br>206-870-6586                       |
| Comedy Night in DM                                              | 08/09/2009                                    | Des Moines Fieldhouse        | Des Moines Art Commission                   | Nic Lind<br>206-870-6582                           |
| Polar Bear Plunge                                               | 02/14/2009<br>9:00 - 1:00                     | Redondo Beach                | Tukwilla Police Dept                        | Ted Rutt<br>206-433-1808                           |
| Eleanor Roosevelt<br>No Ordinary Woman                          | 04/28/2009<br>10:00 am                        | Wesley Terrace<br>Auditorium | SW King School Retirees<br>Association      | Marty Kemp<br>206-878-2447                         |

January 2,2009/lae

ATTACHMENT 1

50th Birthday Sanctioned Event List

| Event                            | Date & Time                     | Location                                | Sponsor                                        | Contact                         |
|----------------------------------|---------------------------------|-----------------------------------------|------------------------------------------------|---------------------------------|
| Des Moines Sports Night          | 05/09/2009                      | Des Moines Fieldhouse                   | Legacy Foundation, Rotary Dollars for Scholars | Bob Houston<br>206-870-6528     |
| Time Capsule                     | 06/17/2009                      | TBD                                     | TBD                                            | Susan Goegebuer<br>206-824-5380 |
| Remax Hot Air Balloon            | 06/17/2009<br>All Day           | Marina                                  | Remax Realty                                   | Leslie Newman<br>206-244-6000   |
| Wenatchee Youth Circus           | 7/17-19/2009<br>2 Shows on 18th | Des Moines Elementary                   | Jim Langston/TBD                               | Jim Langston<br>206-878-2705    |
| Federal Way Symphony Garden Tour | 07/18/2009                      | Cultural Stage<br>Marina/Founders Lodge | Federal Way Symphony                           | Janice Burgess<br>253-838-9048  |

Council Approved

City Events Requesting Approval

Community Events Requesting Approval

\*Resolution Required

January 2, 2009/lac





## CITY OF DES MOINES

### APPLICATION FOR 50<sup>th</sup> BIRTHDAY PROJECT/SANCTIONED EVENT

1. Event/Project Name Waterland Music Series
2. Organizing Group Des Moines Arts Commission
3. Contact Person Nic Lind, Recreation Coordinator
4. Address 1000 S. 220th St.; Des Moines, WA 98198
5. Telephone Number (206) 870-6582 Fax Number (206) 870-6587
6. Email Address n.lind@desmoineswa.gov
7. Description of Event/Project (Attach Additional Typed Pages if Necessary): \_\_\_\_\_

The Waterland Music Series, hosted by the Des Moines Arts Commission and the Highline Community College Music Department, brings top flight musicians to Highline Community College. All performances will be hosted in building 7 on the college campus at 2400 S. 240<sup>th</sup> St. in Des Moines. Doors open at 7pm, performances are at 7:30pm. Spring 2009 performers include renowned classical pianist Geisa Dutra and regional favorites The Main Attraction (vocal musicians). Tickets available at Des Moines Parks and Rec, 1000 220<sup>th</sup> St; CorkyCellars, 22511 Marine View Dr.; Des Moines Florist, 721 South 219<sup>th</sup> St. & at the door. Pricing: \$30/series \$15/show \$5/student (elementary through college). Call (206) 870-6527 for concert or ticket purchasing information.

8. When will event/project take place? 2008-09: Feb 3<sup>rd</sup> / Geisa Dutra Apr 21<sup>st</sup> / The Main Attraction
9. Will your event be a one-time or recurring annual event? 2009-10: TBD. Recurring
10. Will a fee be charged for attending your event? \$30/series or \$15 Adult / \$5 Student
11. Where will event/project be held? Highline Community College / Building 7.
12. Will there be an Event/Project Website? www.desmoineswa.gov/artscommission
13. Event/Project Telephone # (for public use) (206) 870-6527
14. Signature Nic Lind / Recreation Coordinator Date 12/15/08

Submit 50<sup>th</sup> Birthday Sanctioned Event Application **by December 15, 2008** to:

Lorri Ericson, Assistant City Manager  
City of Des Moines  
21630 11<sup>th</sup> Ave. S.  
Des Moines, WA 98198  
206-870-6554 Fax 206-870-6540  
lericson@desmoineswa.gov



**CITY OF DES MOINES**

**APPLICATION FOR 50<sup>th</sup> BIRTHDAY PROJECT/SANCTIONED EVENT**

1. Event/Project Name SPRING EGG HUNT
2. Organizing Group Des Moines Park, Recreation & SR Services
3. Contact Person SARA BOWEN
4. Address 1000 SOUTH 220th ST, DM 50319
5. Telephone Number 206-870-6548 Fax Number 206-870-6587
6. Email Address Sbowen@desmoineswa.gov
7. Description of Event/Project (Attach Additional Typed Pages if Necessary): \_\_\_\_\_

**Spring Egg Hunt - Des Moines Beach Park**

Old fashioned Easter Egg Hunt at the Des Moines Beach Park. Candy and prizes for every child! Separate hunt areas for Pre-school, K-3 and 4-6 grade children. The Easter Bunny will be on site for pictures. Cost is \$2 per person. 206-870-6527 [recreation@desmoineswa.gov](mailto:recreation@desmoineswa.gov)

8. When will event/project take place? APRIL 11, 2009
9. Will your event be a one-time or recurring annual event? RECURRING
10. Will a fee be charged for attending your event? YES
11. Where will event/project be held? Des Moines Beach Park
12. Will there be an Event/Project Website? Yes
13. Event/Project Telephone # (for public use) 206-870-6527
14. Signature [Signature] Date 12-12-08

Submit 50<sup>th</sup> Birthday Sanctioned Event Application **by December 15, 2008** to:

Lorri Ericson, Assistant City Manager  
City of Des Moines  
21630 11<sup>th</sup> Ave. S.  
Des Moines, WA 98198  
206-870-6554 Fax 206-870-6540  
[lericson@desmoineswa.gov](mailto:lericson@desmoineswa.gov)



**CITY OF DES MOINES**

**APPLICATION FOR 50<sup>th</sup> BIRTHDAY PROJECT/SANCTIONED EVENT**

1. Event/Project Name Fireworks over Des Moines Headline Performer: JR Cadillac
2. Organizing Group Des Moines Arts Commission
3. Contact Person Nic Lind, Recreation Coordinator
4. Address 1000 S. 220th St.; Des Moines, WA 98198
5. Telephone Number (206) 870-6582 Fax Number (206) 870-6587
6. Email Address nlind@desmoineswa.gov
7. Description of Event/Project (Attach Additional Typed Pages if Necessary): \_\_\_\_\_

The Des Moines Arts Commission proudly presents Northwest legends Jr. Cadillac on the Fireworks Over Des Moines mainstage. The free rock and roll show will begin at 8pm on July 4<sup>th</sup> and lead into the fireworks display at the Des Moines Marina. Playing a danceable mix of classic and original rock 'n' roll, Jr. Cadillac has delighted fans across the Northwest and far beyond for over 30 years. Enjoy the show and celebrate the 4<sup>th</sup> in Des Moines in 2009.

8. When will event/project take place? July 4th, 2009 8-10pm
9. Will your event be a one-time or recurring annual event? One time
10. Will a fee be charged for attending your event? No fee. All free!
11. Where will event/project be held? Des Moines Marina
12. Will there be an Event/Project Website? www.desmoineswa.gov/artscommission
13. Event/Project Telephone # (for public use) (206) 870-6527
14. Signature Nic Lind Recreation Coordinator Date 12/15/08

Submit 50<sup>th</sup> Birthday Sanctioned Event Application **by December 15, 2008** to:

Lorri Ericson, Assistant City Manager  
City of Des Moines  
21630 11<sup>th</sup> Ave. S.  
Des Moines, WA 98198  
206-870-6554 Fax 206-870-6540  
lericson@desmoineswa.gov

**ATTACHMENT 4**





**CITY OF DES MOINES**

**APPLICATION FOR 50<sup>th</sup> BIRTHDAY PROJECT/SANCTIONED EVENT**

1. Event/Project Name Beach Park Jazz & Blues Series
2. Organizing Group Des Moines Arts Commission
3. Contact Person Nic Lind, Recreation Coordinator
4. Address 1000 S. 220th St.; Des Moines, WA 98198
5. Telephone Number (206) 870-6582 Fax Number (206) 870-6587
6. Email Address nlind@desmoineswa.gov
7. Description of Event/Project (Attach Additional Typed Pages if Necessary): \_\_\_\_\_

—  
— Snohomish Artist Guild's Beach Park Jazz and Blues Series returns for its second summer season at the idyllic  
— Founders Lodge in Beach Park. Major sponsor Des Moines Arts Commission invites anyone who enjoys rock, blues or  
— jazz to venture down to the waterfront park with a blanket or lawn chair to enjoy free concerts Saturday evenings July  
— 25 – August 22<sup>nd</sup> 2009. All concerts begin at 7pm. Five week series lineup announced early spring 2009, visit  
— [www.desmoineswa.gov](http://www.desmoineswa.gov) for more information on which top-notch regional rockers are coming to Des Moines this  
— summer.  
—  
—

8. When will event/project take place? July - August 2009. Saturdays 7pm
9. Will your event be a one-time or recurring annual event? recurring
10. Will a fee be charged for attending your event? No. All free!
11. Where will event/project be held? Des Moines Beach Park
12. Will there be an Event/Project Website? [www.desmoineswa.gov/artscommission](http://www.desmoineswa.gov/artscommission)
13. Event/Project Telephone # (for public use) (206) 870-6527
14. Signature Nic Lind / Recreation Coordinator Date 12/15/08

Submit 50<sup>th</sup> Birthday Sanctioned Event Application **by December 15, 2008** to:

Lorri Ericson, Assistant City Manager  
City of Des Moines  
21630 11<sup>th</sup> Ave. S.  
Des Moines, WA 98198  
206-870-6554 Fax 206-870-6540  
[lericson@desmoineswa.gov](mailto:lericson@desmoineswa.gov)

**ATTACHMENT 5**



## 50<sup>th</sup> BIRTHDAY PROJECT/SANCTIONED EVENT APPLICATION

1. Event/Project Name Treasure to Treasure Parking Lot Sale
2. Organizing Group Des Moines Senior Activity Center
3. Contact Person Sue Spalden
4. Address PO Box 98576 DM 98198
5. Telephone Number 206/878-1642 Fax Number 206/878-2260
6. Email Address spalden@desmoineswa.gov
7. Description of Event/Project (Attach Additional Typed Pages if Necessary):  
3rd annual parking lot sale. Over  
90 booths of "Treasure to Treasure"  
collectibles, arts & crafts.  
Booth rentals begin May 1st.  
Senior (55+ older) & non-senior  
prices. Call for details.
8. When will event/project take place? Saturday, August 1
9. Will your event be a one-time or recurring annual event? recurring
10. Will a fee be charged for attending your event? no
11. Where will event/project be held? Des Moines Activity Center
12. Will there be an Event/Project Website? yes
13. Event/Project Telephone # (for public use) 206/878-1642
14. Signature Sue Spalden Date 11/26/08

Submit 50<sup>th</sup> Birthday Sanctioned Event Application and Budget to:  
Lorri Ericson, Assistant City Manager  
Des Moines, WA 98198  
Phone 206-870-6554 Fax 206-870-6540  
[lericson@desmoineswa.gov](mailto:lericson@desmoineswa.gov)







## CITY OF DES MOINES

### APPLICATION FOR 50<sup>th</sup> BIRTHDAY PROJECT/SANCTIONED EVENT

1. Event/Project Name Waterland 5K Fun Run and Walk
2. Organizing Group Des Moines Parks and Recreation Department
3. Contact Person Ralph Thomas
4. Address 1000 S. 220<sup>th</sup> St. Des Moines WA. 98198
5. Telephone Number 206-870-6586 Fax Number \_\_\_\_\_
6. Email Address rthomas@desmoineswa.gov
7. Description of Event/Project (Attach Additional Typed Pages if Necessary): Lorri Ralph here over at the Recreation Department, Bob asked me to turn this into you. This is our Waterland 5K that we do annually. This isn't anything Special because of the 50<sup>th</sup> but Bob wanted me to send it over to you...Thanks Ralph  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
8. When will event/project take place? August 1, 2009
9. Will your event be a one-time or recurring annual event? This is about the 8<sup>th</sup> time doing it yes annually
10. Will a fee be charged for attending your event? \$17 - \$25
11. Where will event/project be held? Marina Parking Lot through town and finish back in the parking lot
12. Will there be an Event/Project Website? \_\_\_\_\_
13. Event/Project Telephone # (for public use) 206-870-6527
14. Signature Ralph Thomas Date 12/15/08

Submit 50<sup>th</sup> Birthday Sanctioned Event Application **by December 15, 2008** to:

Lorri Ericson, Assistant City Manager  
City of Des Moines  
21630 11<sup>th</sup> Ave. S.  
Des Moines, WA 98198  
206-870-6554 Fax 206-870-6540  
lericson@desmoineswa.gov





**CITY OF DES MOINES**

**APPLICATION FOR 50<sup>th</sup> BIRTHDAY PROJECT/SANCTIONED EVENT**

1. Event/Project Name Comedy Night in Des Moines
2. Organizing Group Des Moines Arts Commission
3. Contact Person Nic Lind, Recreation Coordinator
4. Address 1000 S. 220th St.; Des Moines, WA 98198
5. Telephone Number (206) 870-6582 Fax Number (206) 870-6587
6. Email Address nlind@desmoineswa.gov
7. Description of Event/Project (Attach Additional Typed Pages if Necessary): \_\_\_\_\_

Join the Des Moines Arts Commission at our second annual Comedy Night in Des Moines on Friday, August 9<sup>th</sup>, 2009. In 2008, Kermit Apio & Dax Jordan brought laughs to a packed Des Moines Field House for our first ever Comedy Night. Our 2009 performers are to be announced – but rest assured, they are sure to bring fantastic family friendly comedy. Event hosted at the Des Moines Field House/1000 S. 220<sup>th</sup> St. Des Moines. Tickets available at the Des Moines Field House in August 2009. Visit [www.desmoineswa.gov/artscommission](http://www.desmoineswa.gov/artscommission) for information on the 2009 headline act.

8. When will event/project take place? October 9th, 2009
9. Will your event be a one-time or recurring annual event? recurring
10. Will a fee be charged for attending your event? yes. Prices T.B.A.
11. Where will event/project be held? Des Moines Field House
12. Will there be an Event/Project Website? [www.desmoineswa.gov/artscommission](http://www.desmoineswa.gov/artscommission)
13. Event/Project Telephone # (for public use) (206) 870-6527
14. Signature Nic Lind/Recreation Coordinator Date 12/15/08

Submit 50<sup>th</sup> Birthday Sanctioned Event Application **by December 15, 2008** to:

Lorri Ericson, Assistant City Manager  
City of Des Moines  
21630 11<sup>th</sup> Ave. S.  
Des Moines, WA 98198  
206-870-6554 Fax 206-870-6540  
[lericson@desmoineswa.gov](mailto:lericson@desmoineswa.gov)



## CITY OF DES MOINES

APPLICATION FOR 50<sup>th</sup> BIRTHDAY PROJECT/SANCTIONED EVENT

1. Event/Project Name
2. Organizing Group *TUKWILA POLICE DEPARTMENT*
3. Contact Person *TED RUTT*
4. Address *6200 SOUTH CENTER BLVD TUKWILA WA 98188*
5. Telephone Number *(206) 433-1808* Fax Number *(206) 244-6181*
6. Email Address *trutt@ci-tukwila.wa.us*
7. Description of Event/Project (Attach Additional Typed Pages if Necessary):  
*POLOAR BEAR PLUNGE - INDIVIDUALS WILL WALK INTO THE WATER TO RAISE MONEY FOR SPECIAL OLYMPICS*
8. When will event/project take place?  
*02/14/09 0900-1300*
9. Will your event be a one-time or recurring annual event?  
*WE HOPE TO MAKE IT AN ANNUAL EVENT*
10. Will a fee be charged for attending your event? *\$150.00*
11. Where will event/project be held? *REDONDO BEACH NEXT TO SALTYS RESTAURANT*
12. Will there be an Event/Project Website?  
*YES SPECIAL OLYMPICS*
13. Event/Project Telephone # (for public use)  
*(206) 433-1808*
14. Signature *Ted Rutt* Date *12/09/08*

Submit 50<sup>th</sup> Birthday Sanctioned Event Application by December 15, 2008 to:

Lorri Ericson, Assistant City Manager  
City of Des Moines  
21630 11<sup>th</sup> Ave. S.  
Des Moines, WA 98198  
206-870-6554 Fax 206-870-6540  
lericson@desmoineswa.gov



## APPLICATION FOR 50<sup>th</sup> BIRTHDAY PROJECT/SANCTIONED EVENT

- Mrs Martha Kemp  
1033 S. 232<sup>nd</sup> St.  
Des Moines, WA 98198

- Lorri Ericson, Assistant City Manager  
 City of Des Moines  
 21630 11<sup>th</sup> Ave. S.  
 Des Moines, WA 98198  
 206-870-6554 Fax 206-870-6540  
[lericson@desmoineswa.gov](mailto:lericson@desmoineswa.gov)

ATTACHMENT 10

1 ELANOR ROOSEVELT, NO ORDINARY WOMAN, A Program of Inquiring Minds

2 Southwest King School Retirees Assoc., A Unit of Washington State School Retirees Association

3 Marty Kemp, 1033 South 232<sup>nd</sup> Street, Des Moines, WA 98198-7434  
phone: 206 878-2447

Description of event: For more than 30 years Eleanor Roosevelt was the most powerful woman in America. She comes to life before your very eyes when Joan Wolfberg takes you on an amazing journey, from Eleanor's shy, awkward childhood, to life as the First Lady, and later to the United Nations. Along the way you'll learn of her beliefs in equality of women, civil rights, human rights, politics and freedom. You will discover her relationship with FDR and others, her strengths, her weaknesses, and sense of humor and ideals for justice and decency.

Joan Wolfberg is a Chautauqua scholar and professional actress. Through the magic of make-up along with her acting and her heartfelt affinity for the character, she is able to convince audiences that they are in fact in the presence of Eleanor Roosevelt.

8. Time of Event: Tuesday, April 28<sup>th</sup>, 2009 Time: 10:00 a.m.

9. To be determined by the Executive Board of SWK Retired School Employees on an annual basis.

10. The program is FREE, but phone reservations are requested because of the limitation of space.

11. Wesley Terrace Auditorium, 815 South 216<sup>th</sup> Street, Des Moines, WA 98198

12. Unknown at present time

13. Reservations: 878-2447 or 206-824-2689 or 206-878-3183 or 206-246-0213

Phone reservations to be made by April 25, 2009 Thank you.

14. Signature: *Marty Kemp*  
Community Service Chair

Date 12/6/08





## CITY OF DES MOINES

### APPLICATION FOR 50<sup>th</sup> BIRTHDAY PROJECT/SANCTIONED EVENT

1. Event/Project Name 7<sup>th</sup> Annual Des Moines Sports Night Dinner + Auction
2. Organizing Group Des Moines Legacy Foundation
3. Contact Person BOB HOUSTON
4. Address 1000 SOUTH 220<sup>th</sup> ST., DM 98198
5. Telephone Number 206-870-6528 Fax Number 206-870-6587
6. Email Address BHouston@desmoineswa.gov
7. Description of Event/Project (Attach Additional Typed Pages if Necessary): \_\_\_\_\_

PRESENTED BY Des Moines Legacy Foundation, Des Moines Rotary Club and Des Moines Dollars for Scholars to raise funds for youth scholarships for underprivileged youth in the greater Des Moines community. Local sports celebrities, guest emcee Bruce King, casino games and many fun and unique auction items. Event is Saturday May 9, 2009, 5:30-9:30pm at the Des Moines Field House. Tickets available April 1st at Des Moines Field House \$40 ea or table of 8 for \$300. 206-870-6527 for more information.

8. When will event/project take place? May 9, 2009
9. Will your event be a one-time or recurring annual event? RECURRING
10. Will a fee be charged for attending your event? Yes
11. Where will event/project be held? Des Moines Field House
12. Will there be an Event/Project Website? Yes
13. Event/Project Telephone # (for public use) 206-870-6527
14. Signature [Signature] Date 12-12-08

Submit 50<sup>th</sup> Birthday Sanctioned Event Application **by December 15, 2008** to:

Lorri Ericson, Assistant City Manager  
City of Des Moines  
21630 11<sup>th</sup> Ave. S.  
Des Moines, WA 98198  
206-870-6554 Fax 206-870-6540  
lericson@desmoineswa.gov

## 50<sup>th</sup> BIRTHDAY PROJECT/SANCTIONED EVENT APPLICATION

1. Event/Project Name: **Time Capsule Contents and Container**
2. Organizing Group **City of Des Moines**
3. Contact Person **Susan Goegebuer**
4. Address **20903 9<sup>th</sup> Ave S, Des Moines, WA 98198**
5. Telephone: Home (pm) 824-5380, Work 206-270-0293 Fax Number n/a
6. Email Address: **goegebuer.susan@att.net**
7. Description of Event/Project:

---

Display contents of time capsule at the 50<sup>th</sup> birthday party on June 17, 2009 to be sealed at a later date. Contents to be approved by Steering committee with the advice of Mayor and city council.

Location of time capsule to be selected with final approval by Mayor and city council with the preferred location to be above ground and on city property.

Estimated Cost of Container and Contents: \$5,000 to \$8,000

Size and cost of container will be determined after selection process of contents is approved.

Estimated Cost of monument and plague: \$3,000 to \$5,000

Monument (to house the container) and plague costs will be determined after selection of container.

It may be possible to have the monument costs donated.

- 
8. When will event/project take place? **June 17, 2009**
  9. Will your event be a one-time or recurring annual event? **one time**
  10. Will a fee be charged for attending your event? **No fee**
  11. Where will event/project be held? **Odd Fellows Hall**
  12. Will there be an Event/Project Website? **NO**
  13. Event/Project Telephone # (for public use) **??**
  14. Signature: *Susan Goegebuer* Date: **21 Nov 08**

Submit 50<sup>th</sup> Birthday Sanctioned Event Application and Budget to:  
Lorri Ericson, Assistant City Manager  
Des Moines, WA 98198 Phone 206-870-6554 Fax 206-870-6540  
[lericson@desmoineswa.gov](mailto:lericson@desmoineswa.gov)



Via Facsimile

12/1/08

@ 11:45 am



## CITY OF DES MOINES

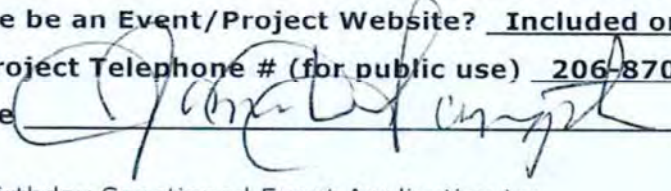
APPLICATION FOR 50<sup>th</sup> BIRTHDAY PROJECT/SANCTIONED EVENT

1. Event/Project Name REMAX HOT AIR BALLOON
2. Organizing Group REMAX TEAM ONE, BURIEN
3. Contact Person Leslie Newman
4. Address 636 SW 152nd, Ste D.
5. Telephone Number 206. 244. 6000 Fax Number 206. 244. 6023
6. Email Address leslie.newman@remax.net
7. Description of Event/Project (Attach Additional Typed Pages if Necessary):  
REMAX Balloon landing at  
on 6/17/08.  
Coordinating w/ Patrice Thorall and Parks and Rec  
for time and place -
8. When will event/project take place? 6/17/08
9. Will your event be a one-time or recurring annual event? one time
10. Will a fee be charged for attending your event? Ø
11. Where will event/project be held? marina or fieldhouse or winterwood
12. Will there be an Event/Project Website? \_\_\_\_\_
13. Event/Project Telephone # (for public use) 206 244 6000
14. Signature Leslie Newman Date 12/1/08

Submit 50<sup>th</sup> Birthday Sanctioned Event Application **by December 15, 2008** to:  
Lorri Ericson, Assistant City Manager  
City of Des Moines  
21630 11<sup>th</sup> Ave. S.  
Des Moines, WA 98198  
206-870-6554 / Fax 206-870-6540  
lericson@desmoineswa.gov



APPLICATION FOR 50<sup>th</sup> BIRTHDAY PROJECT/SANCTIONED EVENT

1. Event/Project Name Wenatchee Youth Circus
2. Organizing Group Jim Langston
3. Contact Person Jim Langston
4. Address PO Box 98475 Des Moines, WA 98198
5. Telephone Number 206-878-7205 Fax Number \_\_\_\_\_
6. Email Address N/A
7. Description of Event/Project (Attach Additional Typed Pages if Necessary):  
Wenatchee Youth Circus will perform 4 community shows at the Des Moines Elementary School on Friday, July 17<sup>th</sup> - Sunday, July 19<sup>th</sup>. Jim Langston is soliciting sponsors to pay for the event. Tickets will be distributed through the Parks & Recreation office at 1000 S. 220<sup>th</sup> Street and at other locations. It is intended that the event will host a teen night on Friday, July 17<sup>th</sup> and provide tickets to low income families distributed through the local schools and other sources. The Circus will be advertised through the Highline School District as well as with other 50<sup>th</sup> Birthday sanctioned events.
8. When will event/project take place? Friday, July 17, Saturday, July 18 and Sunday, July 19 2009
9. Will your event be a one-time or recurring annual event? one time
10. Will a fee be charged for attending your event? \$5.00 per person/\$10 per family of up to 4
11. Where will event/project be held? Des Moines Elementary School grounds
12. Will there be an Event/Project Website? Included on City Website
13. Event/Project Telephone # (for public use) 206-870-6527
14. Signature  Date 12/15/08

Submit 50<sup>th</sup> Birthday Sanctioned Event Application to:

Lorri Ericson, Assistant City Manager  
Des Moines, WA 98198  
206-870-6554 Fax 206-870-64540  
lericson@desmoineswa.gov



| Estimated  | Actual |
|------------|--------|
| \$7,540.00 | \$0.00 |

| Estimated                | Actual                 |
|--------------------------|------------------------|
| Room and hall fees       | \$0.00                 |
| Site staff (police-teen) | \$390                  |
| Portie Potties           | \$225                  |
| Tables and chairs        |                        |
| <b>Totals</b>            | <b>\$615.00 \$0.00</b> |

| Estimated            | Actual                 |
|----------------------|------------------------|
| Food (teen)          | \$350                  |
| Drinks (teen)        | \$150                  |
| Staff and gratuities |                        |
| <b>Totals</b>        | <b>\$500.00 \$0.00</b> |

|                       |                 |               |
|-----------------------|-----------------|---------------|
| Glow Ropes (teen)     | \$100.00        | \$0.00        |
| Paper supplies (teen) | 25.00           |               |
|                       |                 |               |
|                       |                 |               |
| <b>Totals</b>         | <b>\$125.00</b> | <b>\$0.00</b> |

|               |                   |               |
|---------------|-------------------|---------------|
| Performers    | \$6,000           |               |
| DJ (teen)     | \$300             |               |
|               |                   |               |
|               |                   |               |
| Other         |                   |               |
| <b>Totals</b> | <b>\$6,300.00</b> | <b>\$0.00</b> |

|                       |               |               |
|-----------------------|---------------|---------------|
| Graphics work         |               |               |
| Photocopying/Printing |               |               |
| Postage               |               |               |
| <b>Totals</b>         | <b>\$0.00</b> | <b>\$0.00</b> |

|                          |               |               |
|--------------------------|---------------|---------------|
| Ribbons/Plaques/Trophies |               |               |
| Gifts                    |               |               |
| <b>Totals</b>            | <b>\$0.00</b> | <b>\$0.00</b> |

|                     |               |               |
|---------------------|---------------|---------------|
| Telephone           |               |               |
| Transportation      |               |               |
| Stationery supplies |               |               |
| Fax services        |               |               |
| <b>Totals</b>       | <b>\$0.00</b> | <b>\$0.00</b> |

|                    |         |  |
|--------------------|---------|--|
| Volunteer Hours 96 | \$1,440 |  |
| Donations          |         |  |
|                    |         |  |
|                    |         |  |
|                    |         |  |

# Reprints

|  | Estimated | Actual |
|--|-----------|--------|
|  | 2,250.00  |        |

## Reprints

| Estimated |  | Actual |             | Estimated | Actual            |               |
|-----------|--|--------|-------------|-----------|-------------------|---------------|
| 100       |  | 000    | Adults @    | \$5       | \$500.00          | \$00.00       |
| 100       |  | 0      | Children @  | \$5       | \$500.00          | \$0.00        |
| 150       |  |        | Teen Night@ | \$15      | \$2,250.00        |               |
| 100       |  | 0      | Family @    | \$10      | \$1,000.00        | \$0.00        |
|           |  |        |             |           | <b>\$4,250.00</b> | <b>\$0.00</b> |

## Reprints

|  |  |                 |  |               |               |
|--|--|-----------------|--|---------------|---------------|
|  |  | Covers @        |  | \$0.00        | \$0.00        |
|  |  | Half-pages @    |  | \$0.00        | \$0.00        |
|  |  | Quarter-pages @ |  | \$0.00        | \$0.00        |
|  |  |                 |  | <b>\$0.00</b> | <b>\$0.00</b> |

## Reprints

|          |  |          |         |                   |               |
|----------|--|----------|---------|-------------------|---------------|
| Sponsors |  | Rotary @ | 500     | \$500.00          | \$0.00        |
|          |  | Others @ | \$2,000 | \$2,000.00        | \$0.00        |
|          |  |          |         | \$0.00            | \$0.00        |
|          |  |          |         | <b>\$2,500.00</b> | <b>\$0.00</b> |

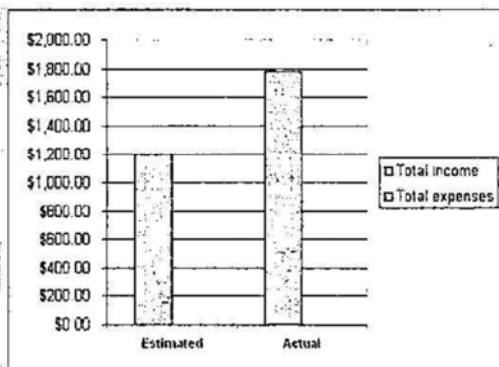
## Reprints

|            |  |             |        |                 |               |
|------------|--|-------------|--------|-----------------|---------------|
| Drinks     |  | 150 Items @ | \$1    | \$150.00        | \$0.00        |
| Food       |  | 150 Items @ | \$2.50 | \$375.00        | \$0.00        |
| Glow Ropes |  | 100 Items @ | \$2    | \$200.00        | \$0.00        |
|            |  | Items @     |        | \$0.00          | \$0.00        |
|            |  |             |        | <b>\$725.00</b> | <b>\$0.00</b> |



# PROSD - 1013 Summary

|                |            |        |
|----------------|------------|--------|
| Total income   | \$7,475.00 | \$0.00 |
| Total expenses | \$7,540.00 | \$0.00 |



Notes:



**CITY OF DES MOINES**

**APPLICATION FOR 50<sup>th</sup> BIRTHDAY CENTENNIAL PROJECT/SANCTIONED EVENT**

Formatted: Superscript

1. Event/Project Name Federal Way Symphony Garden Tour
2. Organizing Group Federal Way Symphony
3. Contact Person Janice Burgess - Board Member
4. Address 21957 31<sup>st</sup> Ave NW Federal Way WA 98023
5. Telephone Number 253-833-9048 Fax Number \_\_\_\_\_
6. Email Address janiceburgess@comcast.net
7. Description of Event/Project (Attach Additional Typed Pages if Necessary):  
10<sup>th</sup> Annual Federal Way Symphony Garden Tour  
(See attached pages)  
Detailed route map will be provided - prepared  
prior to ticket printing in March
8. When will event/project take place? July 18, 2009
9. Will your event be a one-time or recurring annual event? One-time
10. Will a fee be charged for attending your event? Yes
11. Where will event/project be held? Private gardens Des Moines Beach Park
12. Will there be an Event/Project Website? Yes - Federal Way Symphony
13. Event/Project Telephone # (for public use) 253-829-9857 (FW3 office)
14. Are you requesting matching funds from the committee? No  
 If yes, please list amount you are requesting \_\_\_\_\_

If so, please submit Grant Application

Signature Janice Burgess Date November 9, 2008

Submit 50<sup>th</sup> Birthday Sanctioned Event Application by **December 15, 2008** to:



CITY ATTORNEY'S FIRST DRAFT 01/03/2009

DRAFT RESOLUTION NO. 09-003

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DES MOINES, WASHINGTON, recognizing the City's 50th Anniversary and declaring 2009 to be the City Birthday Recognition Year.

WHEREAS, on June 17, 1959 Des Moines officially incorporated and became a City under the laws of the State of Washington, and

WHEREAS, 2009 marks the City's 50th Anniversary, and

WHEREAS, this occasion is an appropriate time to reflect upon the City's achievements over the years and the continued good service that the City provides its citizens, and

WHEREAS, this occasion is an opportunity to express gratitude and appreciation for the high level of participation by City residents in projects and activities of all sorts that assist in making the City of Des Moines a wonderful place to live, work, and play; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES RESOLVES AS FOLLOWS:

The year 2009 is hereby declared the Birthday Recognition Year in the City of Des Moines, in recognition of the many contributions made by City officials residents, and employees for more than 40 years throughout the community, in government, in schools, in parks, in law enforcement, in public works, in businesses, and in neighborhood activities that all enhance the quality of life in the City of Des Moines.

ADOPTED BY the City Council of the City of Des Moines, Washington this \_\_\_\_ day of January, 2009 and signed in authentication thereof this \_\_\_\_ day of January, 2009.

\_\_\_\_\_  
M A Y O R

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

ATTEST:

\_\_\_\_\_  
City Clerk

## AGENDA ITEM

### BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

**SUBJECT:**

Letter regarding potential Sister City  
Relationship with the Chinese City of Changle

**ATTACHMENTS:**

1. Letter to Mayor Lin Wenfang, Changle,  
China, from Mayor Sheckler

FOR AGENDA OF: January 15, 2009

DEPT. OF ORIGIN: Administration

DATE SUBMITTED: January 12, 2009

CLEARANCES:

[ ] \_\_\_\_\_

APPROVED BY CITY MANAGER

FOR SUBMITTAL: AT

### Purpose and Recommendation

The purpose of this agenda item is to allow the City Council to approve and ratify the letter Mayor Sheckler sent to Mayor Lin Wenfang of Changle, China, stating the City of Des Moines' interest in establishing a Sister City relationship with the City of Changle.

### Suggested Motion

"I move to approve and ratify the letter dated January 9, 2009, from Mayor Sheckler to Mayor Lin of the City of Changle, China, expressing an interest in establishing a Sister City relationship between our two cities."

### Background and Discussion

The Sister Cities program is a long established program to improve cultural, business, and political understanding between cities and countries in the world. From time to time, the opportunity to start a sister city relations is brought to the City of Des Moines's attention. We have been informed by Matt Chan, a local businessman and frequent visitor to China, that the City of Changle in China might be interested in establishing a sister city relationship with a city in the United States. A letter indicating our willingness would be the first step in doing so. This does not obligate the City of Des Moines in any way. It only signifies that we are willing to start the process that we may terminate at any time.

**Alternatives**

Council may chose not to approve the letter. Since it has already been forwarded by email, an official retraction would have to be sent.

**Financial Impact**

None.

**Recommendation**

None.





# City of Des Moines

ADMINISTRATION  
21630 11TH AVENUE SOUTH  
DES MOINES, WASHINGTON 98196-6398  
(206) 878-4595 FAX: (206) 870-6540



January 9, 2009

The Honorable Lin Wenfang  
Mayor, Changle City  
No. 27, Jiefang Rd., Wuhang Street  
Changle City, Fujian, China 350200

Dear Mayor Lin:

It is my pleasure to let you know that the City of Des Moines is very interested in establishing a Sister City relationship with the City of Changle.

We understand that your schedule is very busy due to the coming Chinese New Year and we feel it is best to put our official visit off until later. However, we hope this letter and small gift from our city indicate our high interest in building a Sister City relationship with the City of Changle.

In the meantime, I wish you a happy and prosperous New Year and look forward to meeting you soon.

Sincerely yours,

Robert F. Sheckler  
Mayor

## AGENDA ITEM

### BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Task Order Supplement for  
Comprehensive Transportation Plan  
Update to Fehr & Peers Mirai

ATTACHMENTS:

1. January 24, 2008 Council Agenda Item
2. Task Order Supplement 2
3. 2009-2014 Project Budget Worksheet

FOR AGENDA OF: January 15, 2009

DEPT. OF ORIGIN: Planning, Building & Public  
Works

DATE SUBMITTED: January 7, 2009

CLEARANCES:

☒ Planning, Building & Public Works 

☒ Legal 

☒ Finance \_\_\_\_\_

APPROVED BY CITY MANAGER  
FOR SUBMITTAL: 

#### Purpose and Recommendation

The purpose of this agenda item is to request authorization for the City Manager to approve a Task Order Supplement with Fehr & Peers Mirai ("Consultant") working on the Comprehensive Transportation Plan (CTP) Update. The Supplement is needed to address some minor modification to the scope of work requested by the City, and to address impacts to the schedule that were beyond the control of the Consultant.

#### Suggested Motion:

The following motion will appear on the Consent Calendar:

"I move to authorize the City Manager to approve Task Order Supplement 2 with Fehr & Peers Mirai for work on the Comprehensive Transportation Plan in the amount of \$49,850.00, bringing the total amount for this Task Order Assignment to \$369,847.00, authorize the City Manager to approve other Task Order Supplements as necessary up to an amount of \$5,000.00 for the overall Task Order Assignment, and further authorize the City Manager or his designee to sign said Task Order Supplements, substantially in the form as submitted."

#### Background

The Task Order Assignment includes work on the update to the City's Comprehensive Transportation Plan, the South 216<sup>th</sup> Street Corridor Study, and 24<sup>th</sup> Avenue South Corridor Study, and the SR 509 Right-of-Way Study of Highest and Best Use. The original Task Order Assignment was presented to and authorized by the Council on January 24, 2009 (see Attachment 1) for \$319,997. In addition, the



Council gave the City Manager the authority to approve Supplements up to \$32,000. The requested Task Order Supplement exceeds this authority by \$17,850. Also included with Attachment 1 is the original scope of work, original schedule, and the proposed budget.

### **Discussion**

This Task Order Supplement is needed and justified for two main reasons. The first is for a modification to the scope of work and the second is for additional time and effort to complete the Task Order. Detail of the revised scope of work, schedule, and associated budget can be found in the Supplement provided as Attachment 2.

#### **Modification to the Scope of Work**

Early in the process, the Public Safety and Transportation Committee decided that link light rail should not be included as a base line assumption for the future year analysis. This decision was also verified by the Council during a briefing on the CTP update. Accordingly, the Consultant was directed to proceed with the work and the associated detailed analysis. Based on the City's direction, the Consultant proceeded with the work and the budget for this effort was expended.

At the time, this was a reasonable assumption as there was much speculation as to whether or not there would even be a Sound Transit Proposal on the November 2008 ballot for voter consideration. Eventually, a Sound Transit 2 (ST2) proposal was placed on the ballot and was passed by the voters. The ST2 implementation schedule identified by Sound Transit indicates that link light rail will be constructed and operational through our community by 2030. Therefore, the CTP update must include this in the future year analysis. The CTP should also document the City's position and preferences on alignments and station locations in order to provide direction to Sound Transit staff.

The Consultant will conduct a needs assessment of various transportation factors within the study area including roadway facilities, bicycle and pedestrians facilities, transit operations and facilities, parking, and Transportation Demand Management. The analysis will include an examination of future conditions with the now planned light rail service extending to the Star Lake area of Federal Way with a station in the Midway planning area of Des Moines and Kent. This effort will reflect transportation facility needs associated with the planned LRT station – for roadways, pedestrian and bicycle facilities and interface with other transit (Rapid Ride, Park & Ride and local bus service) as well as consideration of changes in parking demand and management near the planned link light rail station. The Consultant will then update the transportation needs assessment and policies for the CTP to incorporate the link light rail needs and opportunities accordingly.

The Consultant will also develop additional recommendations for Des Moines CTP to reflect the planned Sound Transit light rail service to Star Lake in Federal Way with station in the Des Moines/Midway planning area near the Highline Community College. Recommendations will be based on the needs and opportunities assessment (Task 2) and developed in consultation with City staff. The purpose of this task is to develop a set of multimodal transportation improvements that meet the long-term planning needs of the City. The recommendations will include planning-level cost estimates developed as part of the modal tasks.

The Envision Midway Planning Project has already prepared a lot of information on link light rail, and the City of Kent is currently scheduled to prepare additional detailed information. The Consultant will



incorporate as much of that information into our CTP update as possible so as to minimize duplication of work effort.

#### Additional Time and Effort

The original schedule assumed that the project could be completed within 12 months - by the end of 2008. During the fall of 2008, staff and Council time and effort was almost exclusively focused on the budget process and issues that had to be addressed. As such, the City was not able to process the CTP update according to the negotiated schedule. As a result, the project was delayed by 4 months.

#### Financial Impact

Staff anticipated the need for this Task Order Supplement, and the cost for this supplement was included in the 2009 – 2014 Capital Improvement Plan. A copy of the CIP worksheet is included as Attachment 3.

The Motion passed by the Council on January 24, 2008 gave the City Manager the authority to approve Task Order Supplements up to \$32,000. To date, no budget related supplements have been processed for this Task Order. The Task Order Supplement included as Attachment 2 exceeds the City Managers authority by \$17,850. Therefore, the Council is being asked for additional approval authority.

#### Alternatives:

There are no viable alternatives. The modification to the scope of work is needed in order to adequately document the City's position on link light rail prior to Sound Transit conducting the EIS work for the project, and the Consultant should be compensated for impacts to the schedule that were beyond their control.

#### Recommendation

Staff requests that Council approve the proposed motion.

#### Concurrence:

Finance and Legal concur with the recommendation.

# AGENDA ITEM

## BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

|                                                                        |                                                    |
|------------------------------------------------------------------------|----------------------------------------------------|
| SUBJECT: Comprehensive Transportation Plan                             | FOR AGENDA OF: January 24, 2008                    |
| ATTACHMENTS:                                                           | DEPT. OF ORIGIN: Planning, Building & Public Works |
| 1. Task Order Assignment 2008-001 with Scope of Work. Mirai Associates | DATE SUBMITTED: January 16, 2008                   |
| 2. Task Order 2008-001 Budget                                          | CLEARANCES:                                        |
| 3. Preliminary Schedule                                                | [X] Planning, Building & Public Works <i>MA</i>    |
| 4. 2008-13 CIP Worksheets                                              | [X] Finance <i>PL</i>                              |
|                                                                        | [X] Legal <i>PB</i>                                |
|                                                                        | APPROVED BY CITY MANAGER                           |
|                                                                        | FOR SUBMITTAL: <i>MA for T.P.</i>                  |

### Purpose and Recommendation

The purpose of this item is to approve a Task Order Assignment for the update to the City's Comprehensive Transportation Plan and the preparation of several transportation studies identified in the 2008-2013 Capital Improvement Plan. The Task Order Assignment would be administered under the City's Multi-Year "On-Call" General Civil Engineering Services Contract with Mirai Associates, Inc.

### Suggested Motion:

The following motion will appear on the consent calendar:

"I move to approve the Task Order Assignment for the update of the City's Comprehensive Transportation Plan, along with the preparation of other transportation studies to Mirai Associates, Inc. in the amount of \$319,997.00, authorize the City Manager to approve task order supplements as necessary up to an amount of \$32,000, and further authorize the City Manager to sign said Task Order Assignment, substantially in the form as submitted."



## Background

This Task Order Assignment (see Attachment 1) includes work on the update to the City's Comprehensive Transportation Plan, the South 216<sup>th</sup> Street Corridor Study, 24<sup>th</sup> Avenue South Corridor Study, and the SR 509 Right-of-Way: Highest and Best Use Study. All of these projects are identified in the City's 2008-2013 Capital Improvement Plan.

These projects have been consolidated into one Task Assignment for efficiency and to minimize overall costs. This combined efficiency was assumed when the individual CIP budgets were developed in the CIP.

The estimated budget for this Task Order assignment is provided as Attachment 2, and the preliminary schedule is provided as Attachment 3.

## Comprehensive Transportation Plan

The Comprehensive Transportation Plan (CTP) is the document which is used by the Council, staff, citizens, and other interested parties to plan for the future needs of the City's transportation system. This document is referenced in the Transportation Element of the City's Comprehensive Plan. Agencies are required to adopt and maintain a CTP by the Growth Management Act (GMA). The existing CTP is an update that was adopted in December of 2001. At that time, the document was an update of the original CTP that was prepared in the early 1990's. Much of the data used in the 2001 update of the CTP was from 1996 through 1998. The GMA requires that agencies have a CTP that addresses transportation issues a minimum of 10 years in the future. The analysis in the current CTP looked at transportation needs out to the year 2020 using traffic volumes from 1996 and 1998 – data that is now more than 10 years old. Therefore, it is time once again to take a look at the City's comprehensive transportation needs.

The update of the CTP will assure that all major transportation needs have been identified. The CTP addresses all modes of transportation including pedestrian, bicycle, vehicle, freight, and transit – including Metro buses, Sound Transit Light Rail, and even the potential for passenger-only ferry service. The CTP is an essential tool used for responsible transportation planning, for the establishment of transportation related policies, and for providing decision making guidance on prioritizing the City's transportation improvement needs that will cost millions and millions of dollars over then next 20 years.

## South 216<sup>th</sup> Street Corridor Study

As the property along the corridor between Marine View Drive and Military Road continues to be developed and redeveloped, it is critical that we monitor and plan for adequate improvements. This is particularly important at the intersection of South 216<sup>th</sup> Street and Pacific Highway South, South 216<sup>th</sup> Street and 24<sup>th</sup> Avenue South, and the areas of South 216<sup>th</sup> Street and 24<sup>th</sup> Avenue South adjacent to the Port of Seattle buy out areas that is currently being considered for redevelopment. As developers make frontage improvements and the City improves this corridor, the ultimate cross sections and required right-of-way need to have already been identified so that improvements are made consistently. The study will provide a cross-section for each segment of the corridor, study intersection operations, address turn lane needs, and identify the ultimate right-of-way needs. Much of the information needed to conduct this corridor study will be included in the update of the CTP.



# AGENDA ITEM

## BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

|                                                                        |                                                    |
|------------------------------------------------------------------------|----------------------------------------------------|
| SUBJECT: Comprehensive Transportation Plan                             | FOR AGENDA OF: January 24, 2008                    |
| ATTACHMENTS:                                                           | DEPT. OF ORIGIN: Planning, Building & Public Works |
| 1. Task Order Assignment 2008-001 with Scope of Work. Mirai Associates | DATE SUBMITTED: January 16, 2008                   |
| 2. Task Order 2008-001 Budget                                          | CLEARANCES:                                        |
| 3. Preliminary Schedule                                                | [X] Planning, Building & Public Works <i>MA</i>    |
| 4. 2008-13 CIP Worksheets                                              | [X] Finance <i>JP</i>                              |
|                                                                        | [X] Legal <i>PB</i>                                |
|                                                                        | APPROVED BY CITY MANAGER                           |
|                                                                        | FOR SUBMITTAL: <i>MA for T.P.</i>                  |

### Purpose and Recommendation

The purpose of this item is to approve a Task Order Assignment for the update to the City's Comprehensive Transportation Plan and the preparation of several transportation studies identified in the 2008-2013 Capital Improvement Plan. The Task Order Assignment would be administered under the City's Multi-Year "On-Call" General Civil Engineering Services Contract with Mirai Associates, Inc.

### Suggested Motion:

The following motion will appear on the consent calendar:

"I move to approve the Task Order Assignment for the update of the City's Comprehensive Transportation Plan, along with the preparation of other transportation studies to Mirai Associates, Inc. in the amount of \$319,997.00, authorize the City Manager to approve task order supplements as necessary up to an amount of \$32,000, and further authorize the City Manager to sign said Task Order Assignment, substantially in the form as submitted."

## Background

This Task Order Assignment (see Attachment 1) includes work on the update to the City's Comprehensive Transportation Plan, the South 216<sup>th</sup> Street Corridor Study, 24<sup>th</sup> Avenue South Corridor Study, and the SR 509 Right-of-Way; Highest and Best Use Study. All of these projects are identified in the City's 2008-2013 Capital Improvement Plan.

These projects have been consolidated into one Task Assignment for efficiency and to minimize overall costs. This combined efficiency was assumed when the individual CIP budgets were developed in the CIP.

The estimated budget for this Task Order assignment is provided as Attachment 2, and the preliminary schedule is provided as Attachment 3.

### Comprehensive Transportation Plan

The Comprehensive Transportation Plan (CTP) is the document which is used by the Council, staff, citizens, and other interested parties to plan for the future needs of the City's transportation system. This document is referenced in the Transportation Element of the City's Comprehensive Plan. Agencies are required to adopt and maintain a CTP by the Growth Management Act (GMA). The existing CTP is an update that was adopted in December of 2001. At that time, the document was an update of the original CTP that was prepared in the early 1990's. Much of the data used in the 2001 update of the CTP was from 1996 through 1998. The GMA requires that agencies have a CTP that addresses transportation issues a minimum of 10 years in the future. The analysis in the current CTP looked at transportation needs out to the year 2020 using traffic volumes from 1996 and 1998 – data that is now more than 10 years old. Therefore, it is time once again to take a look at the City's comprehensive transportation needs.

The update of the CTP will assure that all major transportation needs have been identified. The CTP addresses all modes of transportation including pedestrian, bicycle, vehicle, freight, and transit – including Metro buses, Sound Transit Light Rail, and even the potential for passenger-only ferry service. The CTP is an essential tool used for responsible transportation planning, for the establishment of transportation related policies, and for providing decision making guidance on prioritizing the City's transportation improvement needs that will cost millions and millions of dollars over then next 20 years.

### South 216<sup>th</sup> Street Corridor Study

As the property along the corridor between Marine View Drive and Military Road continues to be developed and redeveloped, it is critical that we monitor and plan for adequate improvements. This is particularly important at the intersection of South 216<sup>th</sup> Street and Pacific Highway South, South 216<sup>th</sup> Street and 24<sup>th</sup> Avenue South, and the areas of South 216<sup>th</sup> Street and 24<sup>th</sup> Avenue South adjacent to the Port of Seattle buy out areas that is currently being considered for redevelopment. As developers make frontage improvements and the City improves this corridor, the ultimate cross sections and required right-of-way need to have already been identified so that improvements are made consistently. The study will provide a cross-section for each segment of the corridor, study intersection operations, address turn lane needs, and identify the ultimate right-of-way needs. Much of the information needed to conduct this corridor study will be included in the update of the CTP.



#### 24<sup>th</sup> Avenue South Corridor Study

As the property along the corridor between South 216<sup>th</sup> Street and Kent-Des Moines Road continues to be developed and redeveloped, it is critical that we monitor and plan for adequate improvements. This is particularly important at the intersection of South 216<sup>th</sup> Street, Kent Des Moines Road, and adjacent to the schools on the corridor. As developers make frontage improvements and the City improves this corridor, the ultimate cross sections and required right-of-way need to have already been identified so that improvements are made consistently. The study will provide a cross-section for each segment of the corridor, study intersection operations, address turn lane needs, and identify the ultimate right-of-way needs. The study will also review appropriate traffic calming measures for this roadway segment in order to manage traffic from Des Moines Creek Business Park and development east of 24<sup>th</sup> Avenue South in the Pacific Ridge Commercial 2 zone that may choose to use this corridor. Much of the information needed to conduct this corridor study will be included in the update of the CTP.

#### SR 509 Right-of-Way: Study of Highest and Best Use

An existing right-of-way is defined for the SR 509 corridor which will not be used for the roadway extension of the highway through Des Moines to Kent-Des Moines Road. This existing right-of-way, currently under the jurisdiction of the Washington State Department of Transportation (WSDOT), offers a prime opportunity for the development of a multi-modal transportation corridor within the City of Des Moines.

The purpose of this study is to identify the potential for transportation improvements along the old SR 509 right-of-way corridor and to define the highest and best uses of that right-of-way corridor, including roadway connections, bicycle/pedestrian trails, and the preservation of greenbelts and identified critical areas. The study work will first focus on identifying the associated network needs to implement a transportation facility along the corridor, including street network extensions, and pedestrian and bicycle facilities, and on identifying the areas to be preserved for environmental and critical areas considerations. The study work will focus on identifying the highest and best use of any remaining areas, which could include park space, development activity, property turn backs, etc.

The goal of the study is to identify the highest and best transportation use for the corridor and to provide WSDOT and the State Legislature with the information necessary to dedicate the right-of-way/alignment to the City of Des Moines for the uses identified in the study.

#### Consultant Selection

Engineering consultants are needed in order to supplement and expand the capability of City staff on the design and construction of Capital Improvement Projects, to provide occasional assistance with development related reviews, and other technical engineering work. Among other things, RCW 39.80 requires that agencies advertise, conduct interviews if necessary, and ultimately select the most qualified consultant(s) to provide professional services. The selection process may not be based on the cost for those services.

In June of 2007, staff placed an advertisement for a Request for Qualifications (RFQ) from civil engineering firms to provide on-call engineering services for the City through the year 2009. Statements of Qualifications (SOQ) were received from 18 civil engineering firms. A staff selection committee reviewed each of the SOQ's and ranked them based on their response to the criteria identified in the

RFQ. These criteria included specific qualifications in more than 10 sub-specialty areas of engineering expertise – including Transportation Planning.

Of the 18 firms, nine were chosen to be interviewed for providing on-call civil engineering services through 2009. The staff selection committee conducted interviews with each of these nine consultant firms in August of 2007 to determine which firms were most qualified to provide assistance on upcoming City projects and foreseeable civil engineering needs. The staff selection committee selected six of those firms to develop a scope of work. One of those firms was Mirai Associates, Inc. A Professional Services Agreement was developed and negotiated, and an On-Call Professional Services Agreement was approved by the Council in November of 2007.

Several firms were identified as having expertise in the preparing transportation studies during the selection process for the 2007-2009 On-Call Professional Services Agreements for Civil Engineering Services. However, the selection committee felt that Mirai Associates, Inc. is the most qualified firm for preparing transportation studies.

Mirai has developed GMA transportation plans for most of the major cities in the Puget Sound. They have created customized travel demand models for numerous agencies. They have also prepared more traffic impact fee programs in Washington State than any other firm.

Mirai has recent experience working for agencies, which will directly benefit the development of the City of Des Moines CTP. The experience includes work on the City of Kent's Transportation Master Plan, the City of Federal Way's transportation impact fee program, work on the Puget Sound Regional Council's (PSRC) Passenger Only Ferry Service feasibility study, and work with Sound Transit and King County.

### Discussion

This Task Order Assignment will produce an in-depth update to the CTP and the Transportation Element of Des Moines Comprehensive Plan. It will also provide a strong foundation to confirm transportation priorities for the City and a look to the future needs for mobility. Confirmation of City goals, objectives and priorities for transportation within Des Moines is a first element of the CTP development. These will reflect stakeholder values. The Plan helps to organize the priorities for transit, roadway projects, traffic impact fees and can lead to inter-local agreements. Des Moines' voice at the regional table can be strengthened with an updated Comprehensive Plan to illustrate the expected land use and transportation needs as well as City philosophies and planned actions to address those needs.

The inventory of existing facilities (roadways, sidewalks, trails and paths, bicycle routes and lanes, plus examination of transit service and access) will be the foundation for project identification and prioritization of projects to address current mobility deficiencies in Des Moines.

Development of a travel demand forecasting model for the City, reflecting internal growth plans and potential changes in land use, as well as reflecting anticipated changes and growth in surrounding cities will provide a window into the future for Des Moines – to plan ahead for both internal and external growth in travel demand on the City's street network. The forecasting model will be based on the current PSRC model, incorporating regional growth, programmed changes for transit, freeway and arterials throughout the area, with connections to the Des Moines system.



Forecasts allow us to look to the future – to understand where additional travel demands can be expected. This view can help to clarify priorities for City investment as well as provide a foundation for a defensible traffic impact fee system to capture a fair share of development impact for planned roadway improvements.

Once the CTP and the Transportation Element are updated, the consultant will calculate transportation impact fee rates and prepare an updated transportation impact fee ordinance so that new development will pay its proportionate share of transportation improvements needed in the City of Des Moines. They will prepare a rate study that documents the methodology and data used to calculate the impact fee rates. This report will be adopted by reference within the updated impact fee ordinance. An examination of the City's concurrency management system with respect to Level of Service policies, concurrency ordinance, and implementation procedures will also be made. A review of transportation impact review procedures will also be included with the CTP update scope of work.

The Public Safety and Transportation Committee will spend a great deal of time this next year studying the issues involved in updating the CTP. In addition, several briefings for the full Council are planned throughout the year.

#### Alternatives

The Council could direct staff to delay the update of the Comprehensive Transportation Plan for an additional year. Since the current CTP looked at transportation needs out to the year 2020, technically the current CTP would still meet the requirements of the GMA until the year 2010. However, as previously mentioned, the data used to support the conclusions and recommendations in the current CTP is now more than 10 years old.

The Council could ask staff to prepare four separate Task Order Assignments, one for each of the CIP projects. This alternative would provide separate budgets for each Task Order Assignment, which could be tracked to the specific CIP projects, but would likely result in the loss of some of the efficiencies that are provided by grouping and combining these projects under one work assignment.

#### Financial Impact

The cost for these studies is included in the 2008 – 2013 Capital Improvement Plan. Copies of the CIP worksheets are provided in Attachment 4. A summary of the available budget is provided in the following table:

|                                                       | Administration | Design/Engineering | Contingency | Plan Total | Funding Source   |
|-------------------------------------------------------|----------------|--------------------|-------------|------------|------------------|
| Comprehensive Transportation Plan                     | \$24,000       | \$160,000          | \$16,000    | \$200,000  | Arterial Streets |
| S. 216 <sup>th</sup> St. Corridor Study               | \$9,750        | \$65,000           | \$6,500     | \$81,250   | Arterial Streets |
| 24 <sup>th</sup> Ave. S. Corridor Study               | \$6,000        | \$40,000           | \$4,000     | \$50,000   | Arterial Streets |
| SR 509 Right-of-Way;<br>Study of Highest and Best Use | \$12,375       | \$55,000           | \$5,500     | \$72,875   | Arterial Streets |
| Totals:                                               | \$52,125       | \$320,000          | \$32,000    | \$404,125  |                  |



The individual CIP project budgets may be higher or lower than the identified tasks in the Task Order budget. However, there are work tasks for each of the CIP projects that overlap. The extent of the overlap and the impact on the cumulative projects was unknown at the time of the CIP budget development. What is important to focus on is that the cumulative total for all tasks is roughly equivalent to the cumulative total of the CIP budgets. Some tasks performed under various tasks may be paid for from a different project budget because the tasks overlap but Arterial Street Fund integrity is maintained.

**Recommendation/Conclusion:**

Staff recommends approval of the Task Order Assignment with Mirai Associates, Inc. for the update of the City's Comprehensive Transportation Plan and the preparation of several transportation studies identified in the 2008-2013 Capital Improvement Plan.

**Concurrence:**

Finance and Legal.

# Formal Task Assignment Document

Mirai Associates, Inc.

Task Number: 2008-001

Location of Project: City Wide

Project Title: Des Moines Comprehensive Transportation Plan

Maximum Amount Payable Per Task Assignment: \$319,997.00

Completion Date: December 31<sup>st</sup>, 2008

Description of Work:

See Attached Scope of work, Preliminary Schedule, and budget.

Agency Project Manager Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Oral Authorization Date: \_\_\_\_\_

See Letter Dated: \_\_\_\_\_

Consultant Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Agency Approving Authority: \_\_\_\_\_

Date: \_\_\_\_\_

**ATTACHMENT 1**



## **Exhibit A- Scope of Work**

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### **Task 0: Project Management – CONSULTANT and City lead**

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CONSULTANT will provide project administration and serve as a liaison to City staff throughout the plan development and adoption. Each month CONSULTANT will prepare a status report of work completed, summarizing the percent of task completed compared with budget spent, schedule, budget status and key contacts made during the period. CONSULTANT will develop and maintain a detailed schedule for completion of key tasks. CONSULTANT will provide document review and quality assurance through its QA/QC program.

CONSULTANT's project manager will meet in-person at least monthly with the City project manager and communicate regularly by phone and email. As needed, a biweekly conference call will be conducted with key team members.

#### **Team Kick-off Meeting**

CONSULTANT will plan, lead and participate in a project kick-off meeting with City of Des Moines project management team to determine project success measures, confirm project background and critical path items, and achieve a collective understand about the anticipated project results. The meeting will also establish common goals and objectives regarding public participation.

#### **Deliverables:**

- Monthly progress reports, invoices, budget and schedule updates, and key actions from project meetings.
- Kick-off meeting summary.

### **Task 1: Issues Identification – CONSULTANT and City lead**

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CONSULTANT will review federal, state, regional, and City requirements/guidelines for plan completion. CONSULTANT will obtain and review relevant planning documents from City Staff and from other agencies (WSDOT, PSRC, King County, King County Metro, Sound Transit, Highline Community College, Port of Seattle, Highline School District, Federal Way School District, and adjacent cities). CONSULTANT will determine the relationship and connection to other planning efforts within the City, County, Region, and State.

CONSULTANT will meet with City staff to determine a set of key transportation issues, and establish the study area. The study area may extend beyond the City Limits in some cases. CONSULTANT will summarize input from stakeholder meetings and interviews (see Task 8) to confirm, review, and detail these key transportation issues. CONSULTANT will review and finalize these results with the Project Management Team.

Deliverables:

- List of transportation issues and available documents.
- GIS based map of study area definition.

## **Task 2: Transportation Needs Assessment – CONSULTANT lead, City support**

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CONSULTANT will conduct a needs assessment of the following transportation factors within the study area:

- Roadway Facilities
- Bicycle and Pedestrians Facilities
- Transit Operations and Facilities
- Parking
- Transportation Demand Management

The analysis will include an examination of both existing and future conditions, as described below.

### **Task 2A: Roadway Facilities – CONSULTANT lead, City support**

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#### **Existing Conditions**

CONSULTANT will assemble existing traffic counts and identify locations for supplemental counts. CONSULTANT will collect up to 30 PM peak period intersection traffic counts, up to 10 selected intersections for AM peak period counts and 20 3 to 7 day roadway tube counts. The counts will include estimates of trucks, buses, speed and pedestrians where possible.

CONSULTANT will collect intersection queue data at up to 15 of the high volume intersections. CONSULTANT will calculate levels of service and delay during the PM peak hour at 30 intersections and the AM peak hour at 10 intersections. The city will provide CONSULTANT with Synchro files and intersection data sheets from previous studies, if available.

CONSULTANT will conduct spot field reviews of all intersections to verify lane geometries and signal phasing. CONSULTANT will calculate intersection levels of service with Synchro.

CONSULTANT will obtain the city's current functional classification system. CONSULTANT will compare the functional classification with systems in adjacent jurisdictions with contiguous roads.

CONSULTANT will review and document available data about freight movement and available truck pattern information.

CONSULTANT will obtain accident data from the City and WSDOT for the past three years. The consultant will summarize identified High Accident Locations on the city street system. From these studies and data, CONSULTANT will analyze existing street conditions. CONSULTANT will identify deficiencies in safety, mobility, and access for roadway users. CONSULTANT will identify roadways that should be examined further for potential functional classification changes.

#### Deliverables

- Copies of the traffic data collection (turning movement and daily counts).
- CRS data entry results.
- Transportation Element chapter section documenting existing transportation conditions and issues.

### **Future Conditions**

CONSULTANT will develop forecasts of future growth using adopted land use projections and identified transportation improvement projects. The resulting travel forecasts will be used to evaluate future transportation needs.

#### **Assemble Land Use Forecasts**

The City will prepare a description of existing (2007 or 2008) and future (2030) land use build-out characteristics in the city based on the Comprehensive Plan, zoning densities and intensities, census information, and available data regarding potential development. This will provide the basis for estimating trip generation within the transportation planning areas of the City. City staff will compile existing mapped information using GIS technology as available.

CONSULTANT and City staff will conduct an internal workshop to allocate 2030 growth to traffic analysis zones. This allocation will be consistent with planned development ("pipeline") projects that will be provided by the City.



CONSULTANT will research and provide land use data for traffic analysis zones outside of the city limits, using data available from the PSRC, King County, and adjacent cities.

*Deliverables:*

- Maps and spreadsheets showing land use forecasts (2030) by traffic analysis zone throughout the planning area.

**Identify Programmed and Planned Projects**

CONSULTANT will assemble all relevant transportation plans and programs that affect the City, including Des Moines's six-year TIP and CIP, from the TIP's from adjacent cities of Burien, Federal Way, Kent, Normandy Park, and Sea Tac, and from transportation planning documents from the Port of Seattle, WSDOT's long range transportation plan, King County, King County Metro and Sound Transit's facility plans, Highline Community College Campus Plan, and the Puget Sound Regional Council Metropolitan Transportation Plan.

*Deliverables:*

- Tabular listing and map of programmed and planned projects.

**Prepare Travel Forecasts**

CONSULTANT will prepare a base year (2007-8), and build-out 2030 traffic forecasting model for the PM peak hour. CONSULTANT will work with City staff to validate the Des Moines travel forecast model for the study area. The model will distinguish between traffic generated by growth within the City and that generated by growth outside the City limits. The forecasts will be directly derived from the Des Moines model and include planned development ("pipeline") projects in the Des Moines model's traffic analysis zones (TAZs) within the City. CONSULTANT will post-process the raw output from the model to obtain consistent volumes throughout corridors.

*Deliverables:*

- Memorandum documenting the existing model validation and future forecasts (2030).
- Model electronic files and spreadsheets.

**Future Needs and Opportunities**

CONSULTANT and the City will identify projected future roadway needs using the results of the future forecasts and previous planning efforts. CONSULTANT will develop forecasts for two primary road networks as directed by the City. CONSULTANT will run up to three

additional sensitivity tests with the 2030 model to assess possible new road connections or other improvements.

For each of the two primary networks, CONSULTANT will post-process the 2030 volumes from the model for up to 30 intersections and calculate PM peak hour intersection levels of service with Synchro. For sensitivity tests, CONSULTANT will document changes in traffic patterns and volumes but will not produce intersection-level LOS or other post-processed results.

CONSULTANT will analyze possible changes in functional classification related to the future street volumes and travel patterns.

CONSULTANT will evaluate identified safety problem locations with respect to changes in traffic volumes.

#### Deliverables

- Comprehensive Transportation Plan section documenting the analysis of future needs and recommended street network.

#### **Costs**

CONSULTANT will prepare planning level cost estimates for all capacity related improvement recommendations and up to 10 safety related improvement recommendations (the higher prioritized locations), using a project cost model. This process will involve producing comparative studies of proposed implementation projects including conceptual designs and related cost estimates. The intent of these studies will be to test proposed transportation solutions such as intersection or corridor improvements in terms of factors such as right-of-way needs, geometric configurations, and enhancements like lighting, landscaping, and signage. The City will provide CONSULTANT with available aerial photographs for each of these locations. CONSULTANT will conduct a field visit for each recommended improvement to validate basic design assumptions.

#### Deliverables

- 20+-year project lists and planning-level costs:

**Develop Final Roadway Facilities Element for the Comprehensive Transportation Plan**  
CONSULTANT will develop a Draft and Final Roadway Facilities element for the Comprehensive Transportation Plan.

#### Deliverables:

- Draft and Final Roadway Facilities Element for Comprehensive Transportation Plan.



## Task 2B: Pedestrian and Bicycle Facilities – *CONSULTANT lead, City support*

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The purpose of this task is to identify and inventory the existing pedestrian and bicycle system facilities within the City of Des Moines and conduct spatial analyses to identify priority pedestrian and bicycle improvements. Planning-level cost estimates will be integrated, and the spatial analyses and prioritized improvements will consider accessibility to public transit, schools, parks, civic centers and other critical factors. Input from Task 12 analysis of the Old SR 509 right of way will be reflected in the overall City plan for pedestrian and bicycle facilities. A Draft Pedestrian and Bicycle Plan will be coordinated with the other modal element and financial planning efforts. A Final Pedestrian and Bicycle Plan will reflect this coordination, and include design guidelines for effective Plan implementation.

### **Review and Summarize Existing Data, Plans Policies, and Standards**

The CONSULTANT will assemble and review the following information related to non-motorized activities:

- City of Des Moines GIS data – street, pedestrian and bicycle system
- City of Des Moines transportation plans, policies and standards
- City of Des Moines bicycle facilities inventory
- State & Federal policies and standards (WSDOT Pedestrian Facilities Guidebook & American's With Disabilities Act (ADA) / FHWA Designing Sidewalks and Trails for Access)
- Public transportation plans, policies and standards (King County Metro- bus and Passenger-only Ferry, PSRC, and Sound Transit)
- Miscellaneous local plans and programs, including such things as hazardous sidewalks, safe-route-to-school plans, neighborhood plans, and priority transit system connections, central city plans, etc.

### **Conduct Des Moines Pedestrian and Bicycle System Inventory**

The CONSULTANT will undertake an inventory of pedestrian and bicycle systems, including the following:

- Conduct inventory of Des Moines pedestrian and bicycle system
- Summarize and review inventory



- Summarize database statistics (miles of sidewalk by grade level, number of ADA compliant ramps, number of intersections and/or length of streets lacking sidewalks and/or ADA ramps, number and length of bicycle lanes and shared-use paths, etc.) and prepare map summaries
- Prepare technical memorandum for Des Moines Staff distribution and review. The technical memorandum will be formatted to also serve as Des Moines's Self-Evaluation, intended to meet those applicable requirements of the ADA.

### **Identify Priority Improvements and Costs**

The CONSULTANT will recommend a set of non-motorized improvements, including cost estimates and listing of priorities by major category of improvement. The consultant will:

- Identify sidewalk, intersection curbing and ADA ramps and curb cut improvements needs for the entire Des Moines street network.
- Identify those pedestrian and bicycle improvements that are already assumed in other City, state or regional plans (mainly Des Moines's CIP).
- Coordinate with Des Moines Staff and determine appropriate planning-level costs for pedestrian and bicycle system improvements based on recent project experience.
- Quantify and summarize pedestrian and bicycle improvement priorities
- Confirm existing and identify new school walk routes as a portion of the pedestrian system priorities
- Prepare GIS based map summaries of pedestrian and bicycle system priority improvements

### **Develop Draft and Final Pedestrian and Bicycle Plan**

The CONSULTANT will:

- Develop draft and final pedestrian and bicycle system improvement priority lists and maps, including their general timing (quartiles over 20-year period and a "20+ years" time frame) and planning-level cost estimates
- Documentation of Pedestrian and Bicycle plan consistent with Des Moines Transportation Plan, and in a format that also serves as Des Moines's ADA Transition Plan

### **Deliverables**

- Draft and Final Pedestrian and Bicycle Plan documentation for Comprehensive Transportation Plan.
- Cost Estimates for Improvement Recommendations.
- Implementation Action Plan.

## Task 2C: Transit Operations and Facilities – CONSULTANT lead, City support

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The purpose of the City's transit plan is to provide the city with clear and implementable recommendations that will: help to strengthen the City's share of regional transit funding and service hours; suggest new service that improve local circulation (particularly for seniors and special needs populations); and improve connections between employment sites/centers and Sound Transit Link Light Rail, proposed King County Metro bus rapid transit (BRT) services and Passenger-Only Ferry Service, and increase the transit HOV mode split to major transit markets such as Highline Community College (See TDM below).

The CONSULTANT will examine current and future needs for public transportation, identification of barriers to the use of transit, review of current and future public transportation services and a set of recommendations for future services. CONSULTANT will examine barriers both in terms of: 1) individuals inability to access public transportation, knowledge of existing services and/or hesitancy to use available services; and 2) limitations to the use of public transportation from the built environment resulting from local regulations and policies as well as existing development patterns resulting from market influences.

### **Identify Barriers to the Use of Public Transportation**

The CONSULTANT will review existing policies and regulations, including applicable subdivision regulations and zoning code, to identify any barriers to the use of public transportation. The CONSULTANT will map existing routes as well as boardings and alightings by stop over maps of population and employment density by TAZ. This provides an excellent tool for identifying gaps in service and determining where more detailed analysis is required to identify why services are performing poorly.

Areas of investigation will include:

- Street design including connectivity standards, street width, intersection and cross walk geometries;
- Parking requirements, deficiencies, and potential mitigation;
- Incorporation of pedestrian and bicycle facilities;
- Transit related development code requirements including the need for potential revisions; and
- Transit supporting densities, diversity of uses and street level design.

### **Develop Short- and Long-Term Public Transportation Service Plans**

Working with King County Metro, Sound Transit, and PSRC, CONSULTANT will identify and review short- and long-range plans for service changes. CONSULTANT will provide a series of recommendations for future services at the local and regional level with City of Des Moines growth, zoning, visioning, and direction in mind. Recommendations will include a timeframe for implementation, potential funding sources, operating/governance opportunities and obstacles facing the specified services.

#### **Develop Final Transit Element of Comprehensive Transportation Plan**

CONSULTANT will develop a Transit section of the Comprehensive Transportation Plan.

##### *Deliverables:*

- Draft and Final Transit element for Comprehensive Transportation Plan.
- Implementation Action Plan.

#### **Task 2D: Parking -- CONSULTANT lead, City support**

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CONSULTANT will conduct an overview of existing supply of on-street parking in the downtown area of Des Moines (west of Marine View Drive between South 216th Street and South 227th Street) and in the vicinity of the Highline Community College (HCC) campus, using aerial mapping supplemented by site visits. An assessment of parking demand for the downtown area and near the HCC campus will include a review of the HCC master plan and the planning study for the Passenger-Only Ferry operation. CONSULTANT will provide recommendations for management of existing on-street parking considering the future demands for parking, due to Passenger-Only ferry operations and due to expanded parking demand at the HCC campus. Recommendations will include supply and location of accessible parking in the downtown area, based on inventory of pedestrian facilities (Task 2B). Parking strategies may include pay parking, parking permit system for residential parking management, time limit parking or other treatments.

#### **Develop Parking Element of Comprehensive Transportation Plan**

CONSULTANT will develop a Parking section of the Comprehensive Transportation Plan that includes an overview of existing on-street parking for the Downtown area and the parking issues in the residential areas near the Highline Community College campus.

##### *Deliverables:*

- Parking management summary and recommendations for the Comprehensive Transportation Plan
- Draft and Final Parking element for Comprehensive Transportation Plan



## **Task 2E: Transportation Demand Management – CONSULTANT lead, City support**

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The Transportation Demand Management (TDM) component of the Comprehensive Transportation Plan will identify specific programs, policy and funding opportunities, and steps needed to support Des Moines's transportation system. The TDM element for the comprehensive transportation plan will support a strong mix of travel options for the area and offer tools to achieve and maintain alternative mode usage goals for the community.

CONSULTANT will assemble available information regarding Commute Trip Reduction and other TDM programs that exist within the City. Using these data, CONSULTANT will identify opportunities for enhanced TDM emphasis that will support the transit and pedestrian/bicycle elements of the plan. CONSULTANT will also identify active TDM programs to support parking management schemes and offer tools to encourage shared uses and subsequently reduce parking needs.

### ***Deliverables:***

- Transportation Demand Management summary and recommendations for the Transportation Plan.
- Draft and Final TDM element for Comprehensive Transportation Plan

## **Task 3: Policy Development – CONSULTANT lead, City support**

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The purpose of this task is to prepare a complete set of policies to guide the development and implementation of the long-range transportation plan. CONSULTANT will support City staff by critiquing and refining transportation goals, objectives and policies to make sure that they are consistent with GMA requirements. CONSULTANT will provide input on existing and new policies based on comments from community and stakeholder meetings, and issues learned during the needs assessment process. CONSULTANT will also provide a brief critique of Goals and Policies in comparison with other agencies. CONSULTANT will work with the City to identify areas in the City's Comprehensive Plan and related sections of the Municipal Code that should be revised to be consistent with Comprehensive Transportation Plan.

### ***Deliverables:***

- Transportation element chapter for the City Comprehensive Plan documenting transportation goals and policies.

## **Task 4: Funding– CONSULTANT Lead; City Support**

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The purpose of this task is to identify and analyze funding sources for the 20+-year list of transportation improvements, resulting in a financially feasible Comprehensive Transportation Plan.

CONSULTANT will identify specific sources of revenue that are available to finance transportation improvements and programs (including unused, underused and innovative revenues and strategies). The potential revenues will include existing and new sources of revenue, and identification of any restrictions on their use. The City will provide recent historical transportation capital expenditures in the City, including specific sources and amounts of revenue that paid for each capital improvement.

CONSULTANT will develop a list of most promising potential future funding sources, initial estimates of amounts likely to be available, and identify projects that would be eligible for each funding source. Forecasts will include short-term (6-year) and long-term (20-year) projections. CONSULTANT will review the initial funding estimates with the City and provide ongoing consultation during the development of cost-feasible (financially constrained) transportation improvements.

The final financing plan for the Comprehensive Transportation Plan will include recommendations on the potential actions that the City can take to minimize any funding shortfalls for identified transportation needs.

*Deliverables:*

- Financial strategy chapter section for the Comprehensive Transportation Plan.

## **Task 5: Recommendations – CONSULTANT and City Lead**

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The purpose of this task is to develop a set of multimodal transportation improvements that meet the long-term planning needs of the City. The recommendations will include planning-level cost estimates developed as part of the modal tasks.

CONSULTANT will work with the City to summarize the projected future transportation needs and recommend improvements for all modes. The 20+ year recommendations will cover topics addressed in the needs assessment, including traffic levels of service, functional classification, street continuity, pedestrian and bicycle facilities, transit operations and facilities, and freight mobility. CONSULTANT will develop a list of criteria that will be used to evaluate transportation improvement concepts and to establish project priorities. CONSULTANT will suggest a prioritization process to the City to establish an implementation schedule. CONSULTANT will recommend a phased implementation program, including a short term 6-year list of improvements.

*Deliverable:*

- List of 20+-year recommended improvements with 6-year priorities.

## **Task 6: Environmental Review (SEPA) – CONSULTANT lead; City support**

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The purpose of this task will be to develop and implement an environmental review process that will complement the transportation planning process. The intent will be to ensure that impacts associated with possible transportation improvements are identified as early as possible so that they can be adjusted to be as "impact-free" as possible. It is assumed for budget purposes that an environmental checklist approach will be used in the analysis.

### Deliverables

- Draft and final environmental review components of the plan.

## **Task 7: Final Plan – CONSULTANT lead; City support**

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The purpose of the final plan is to bring together the results of the technical and policy analyses to create a Comprehensive Transportation Plan. CONSULTANT will prepare a draft Transportation Plan with active input from City staff especially in the development of recommendations and policy changes. The City and CONSULTANT will agree on the content and format of the plan prior to development of any materials. Maps and graphics in the reports will be prepared both by CONSULTANT and the City. CONSULTANT will submit a draft plan to the City for review and will prepare draft SEPA nonproject documentation. The City will take the lead on issuing the SEPA determination and will coordinate with affected jurisdictions. CONSULTANT will circulate the final draft to the City, which will be responsible to provide a consolidated set of edits for the final report. CONSULTANT will finalize the report and provide a camera-ready and reproducible document. City will be responsible for publication.

### Deliverables

- Two (2) unbound, camera ready (reproducible) Draft reports and one (1) unbound, camera ready (reproducible).
- Final Report hard copy and one final electronic copy, as well as CD printed versions.

## **Task 8: Public Involvement – CONSULTANT and City Lead**

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The purpose of this task is to engage the public in determining and prioritizing transportation issues for all modes of transportation and to provide opportunity to be actively involved in identifying transportation solutions that best serve the City of Des Moines's community vision and particular transportation needs. It is envisioned that this scope will provide the flexibility to mix and match outreach services to best serve the comprehensive transportation planning process as it unfolds.

### **Stakeholder Interviews – Stakeholder Involvement Plan**



CONSULTANT will work with City Staff to develop the list of potential Stakeholders -- to include representatives from local school districts, transit agencies, developers, local utilities, and downtown, cultural groups, veteran's groups, seniors, minorities and affected agencies. The City will make initial contacts with the potential stakeholders.

The CONSULTANT will interview up to 10 stakeholders as identified by City Staff. It is assumed that up to 6 of the interviews will be with individuals and up to 4 interviews will be with small groups of interested parties. The purpose of the interviews will be to accumulate detailed information about issues and expectations concerning the Comprehensive Transportation Plan and explore the most effective methods of reaching out to the constituency they represent. This task will result in a Summary of Findings and recommendations for stakeholder involvement, including input to the need for non-English speaking translation services. Summaries of each interview will be attached to the Summary of Findings as supporting documentation.

CONSULTANT will deliver up to four interactive presentations at Stakeholder Meetings. Although there will be key stakeholders identified and invited to participate, these meetings will be open to the public. It is anticipated that the meetings will be scheduled in coordination with key project milestones to be determined during development of the study schedule.

CONSULTANT will lead the Stakeholders through a project visioning exercise at the first of these meetings (open house format). This exercise will assist in establishing and understanding clear success measures and the range of project objectives from the community's perspective. From this point on, it is anticipated that the presentations will be informal show-and-tell with opportunities for feedback from the Stakeholders and interested members of the Public.

Committee protocols will be established at the first meeting to clarify meeting ground rules and the roles and responsibilities. It is expected that this group will serve as ambassadors for the project.

The CONSULTANT will prepare a draft agenda for each meeting. City staff will send out the agenda and arrange for a meeting location for each meeting. The CONSULTANT will prepare a binder of materials and make copies of materials to be provided at the Stakeholder Meetings. City staff and the CONSULTANT will take minutes for each meeting and will collaborate on review prior to finalization.

*Deliverables:*

- Summary notes for each Stakeholder interview.
- Draft and final Public Outreach Plan.

- Four Stakeholder meetings (assumes City and CONSULTANT jointly take minutes).

#### **Public Safety and Transportation Committee**

CONSULTANT will prepare for and participate in two workshops and up to six Council Public Safety and Transportation (PS&T) Committee meetings.

#### *Deliverables:*

- Attendance and Participation in Presentations (Note: Presentation materials are covered in project support materials).

#### **Planning Agency**

CONSULTANT will prepare for and participate in one regular Planning Agency meeting for the purpose of presenting the Comprehensive Transportation Plan for SEPA review.

#### *Deliverables:*

- Attendance and Participation in Presentation (Note: Presentation materials are covered in project support materials).

#### **Council Meetings**

CONSULTANT will prepare for and participate in up to six regular Council meetings.

#### *Deliverables:*

- Attendance and Participation in Presentations (Note: Presentation materials are covered in project support materials).

#### **Outreach Collateral Materials**

**Newsletters:** CONSULTANT will work with City to communicate key planning steps and methods for citizen participation and input into two easy-to-understand, graphically friendly newsletters. The CONSULTANT will provide a camera ready version of the newsletter to the City for production and mailing to City of Des Moines property owners and residents. CONSULTANT will coordinate mailing of the newsletters to residents.

**Web Site Support:** All materials and graphics will be provided in formats suitable for uploading onto the City's Web site. CONSULTANT will provide two pages of graphic layout, structure

and key links for subsequent Web-page development as it relates to the Comprehensive Transportation Plan development.

**Project Support Materials:** This task is a flexible task, where Des Moines can request one-page fact sheets, project posters and/or PowerPoint presentation to support the Comprehensive Transportation Plan process and presentations to the Public Works Department and the City Council. This task is budgeted for 50 hours of graphics and coordination time.

**Deliverables**

- Two Draft and Final, camera-ready project newsletters.
- Miscellaneous supporting materials for up to 50 hours of graphics time.
- Two-page Web graphics (all project related graphics will be provided in a format suitable for the web).

**Task 9: Traffic Impact Fees-- CONSULTANT lead; City support**

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The purpose of this task is to calculate transportation impact fee rates and prepare an updated transportation impact fee ordinance so that new development will pay its proportionate share of transportation improvements needed in the City of Des Moines.

CONSULTANT will undertake the following steps to prepare the update of the impact fee program:

- Clarify Assumptions
- Review LOS Standard
- Prepare Project List
- Conduct Deficiency Analysis
- Allocate Growth to Projects
- Determine Cost Basis
- Prepare Financial Estimates
- Prepare Fee Schedule, including specific Land Uses and Trip Generation Rates

CONSULTANT will prepare for and attend up to two workshops with affected parties within the City. City staff will arrange for the logistics of the workshops and will make invitations. CONSULTANT will prepare presentation materials and summarize the meeting results for input to the final impact fee recommendations.

CONSULTANT will prepare a rate study that documents the methodology and data used to calculate the impact fee rates. This report will be adopted by reference within the updated impact fee ordinance.



CONSULTANT will provide input on the updated traffic impact fee ordinance to be prepared by the City Attorney, and for adoption by the City Council. CONSULTANT will provide a recommended approach to integrate the updated impact fee system with the current development review and concurrency management process.

#### Deliverables

- Workshop (2) materials and summaries.
- Impact Fee Rate study.
- Revisions to Impact Fee Ordinance.

### **Task 10: South 216th Street Corridor Study – CONSULTANT lead; City support**

Develop a comprehensive corridor master plan and identify roadway cross sections for South 216th Street between Marine View Drive and Military Road South, with special consideration for planned connections to SR 509 along the 24th/28th Avenue South corridor. Corridor master plan shall be developed to meet the requirements for the planned Port of Seattle development north of South 216th Street. The cross-sections and planned roadway improvements will be input to a subsequent review of storm water management for the South 216th Street corridor (not included in this scope).

#### **Existing Conditions**

Review existing conditions and plans for the South 216th Street corridor, including traffic data, roadway characteristics, operations, and accident statistics. Analyze current traffic operations for both AM and PM peak hour at four signalized intersections and four Stop controlled intersections.

#### **Future Conditions**

Analyze future traffic operation of South 216th Street in year 2030 with planned development and planned extension of SR 509 to I-5 and connection to 24th/28th Avenue South as well as potential valley freight connections from South 216th Street to the South 228th Street corridor in Kent via Military Road. Summarize Baseline and Future conditions for the corridor in technical memorandum format for City staff review and comment.

#### **Identify and Evaluate Corridor Options**

Identify evaluation criteria for the South 216th Street corridor options – to reflect traffic operations, safety, non-motorized access and mobility, property access, buildability and overall permissibility (including community support/opposition). Identify up to three lane configuration options for South 216th Street to be evaluated for the corridor. Evaluate traffic operations on the corridor using Synchro traffic analysis software and SimTraffic microsimulation program. Evaluate the corridor options using the criteria noted above and summarize in matrix format for City selection.

## **Recommended Master Plan for South 216th Street**

Summarize process and selection of corridor cross sections, intersection configuration and corridor features for South 216th Street master plan. Develop cross sections for four segments of the corridor: Marine View Drive to 11 Avenue South, 11th Avenue South to 20th Avenue South, 20th Avenue South to Pacific Highway South, and Pacific Highway South to Military Road South.

### Deliverables:

- Draft Baseline Conditions (existing and future) technical memorandum.
- Evaluation Summary of Corridor Options with cost estimates.
- South 216th Street Corridor Master Plan Report.

## **Task 11: 24th Avenue South Corridor Study – CONSULTANT lead; City support**

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The purpose of this study is to define the roadway cross section and traffic management treatments along 24th Avenue South between South 216th Street and Kent-Des Moines Road. The Des Moines Creek Business Park development, and City of Sea-Tac and WSDOT development of the SR 509 extension with interchange at 28th Avenue South will result in added traffic at the intersection of 24th Avenue South and South 216th Street. This study will define the intersection and roadway treatments needed to manage the anticipated higher volumes of traffic, and propose methods to protect the residential community to the south of South 216th Street. The study will also identify the cross section for the roadway with possible traffic calming measures for implementation, so that frontage improvements made by development activity are constructed in a consistent manner.

### **Document Existing Conditions of 24th Avenue South**

Review existing conditions of the roadway, walkways and bikeways, on street parking areas, and traffic operations along 24th Avenue South between South 216th Street and Kent Des Moines Road, including adjacent land use, traffic control, and school access and circulation. Analyze intersection operation at the two signalized intersections and at five stop-controlled intersections plus school driveways along 24th Avenue South. Review accident history and summarize safety and access issues for the corridor.

### **Future Conditions with Port Development and SR 509 Extension to I-5**

Estimate future traffic volumes for 24th Avenue South with the Port development and the SR 509 extension project. Analyze future traffic operation at signals and stop-controlled intersections.

### **Identify and Evaluate Corridor Options**

Identify potential options for 24th Avenue South, which could include additional traffic lanes, added sidewalk, bike lanes and intersection control options. Screen options for feasibility in the corridor. Conduct traffic analysis for up to three alternative configurations for the corridor, with focus on the intersection of 24th Avenue South at South 216th Street. Summarize traffic analysis



and evaluation of how options would meet the criteria: traffic operations, safety, pedestrian and bicycle access and facilities, buildability and permutability.

### **Recommended Master Plan for 24th Avenue South**

Summarize process and selection of corridor alternative with cross section, intersection layouts and intersection controls defined for the 24th Avenue South corridor. Note that this corridor analysis and development of plan must be tied to the development of the South 216th Street Master Plan.

#### *Deliverables:*

- Existing and Future Baseline Conditions technical memorandum.
- Evaluation summary for corridor alternatives with cost estimates.
- 24th Avenue S Corridor Study report.

### **Task 12: Old SR 509 Right-of-Way Highest and Best Use Study - Multi-modal Transportation Corridor Study – CONSULTANT lead; City support**

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An existing right-of-way is defined for the SR 509 corridor which will not be used for the roadway extension of the highway – and it is a prime opportunity for the development of a multi-modal transportation corridor within Des Moines.

The purpose of this study is to identify the potential for transportation connections along the old SR 509 right-of-way corridor and to define the highest and best transportation use of that right-of-way corridor, including roadway connections, bicycle/pedestrian trails, and the preservation of greenbelts and identified critical areas. The study work will first focus on identifying the associated network needs to implement a transportation facility along the corridor, including street network extensions, and pedestrian and bicycle facilities, and on identifying the areas to be preserved for environmental and critical areas considerations. After those focus areas have been identified, the study work will then focus on identifying the highest and best use of any remaining areas, which could include park space, development activity, property turn backs, etc. CONSULTANT will provide a GIS based map of the right-of-way corridor that indicates that recommended highest and best use areas.

The goal is to identify the highest and best transportation use for the corridor and to provide WSDOT with the information necessary to dedicate the right-of-way/alignment to the City of Des Moines for the uses identified in the study.

CONSULTANT will document existing conditions along the corridor, including nearby attractions and destinations. Identify potential trail and local roadway connections along the alignment that can enhance circulation and access in Des Moines. Evaluate the potential benefits of the connections – for pedestrians, for bicyclists and for the community.

CONSULTANT will coordinate with City and WSDOT regarding the information requirements for further action toward trail/transportation corridor as defined by the City. Summarize the corridor assessment, including recommendations for the SR 509 right of way corridor.



Deliverable:

- Draft and final technical memorandum summarizing the corridor assessment, recommended improvements.

**Task 13: Concurrency and LOS Standards – CONSULTANT lead; City support**

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The purpose of this task is to examine the city's concurrency management system with respect to Level of Service policies, concurrency ordinance, and implementation procedures.

CONSULTANT will assist the City and community in reviewing concurrency alternatives and expressing preferences about changes to the existing concurrency program. Included in the concurrency review will be an examination of the City's current LOS standard and methodology. CONSULTANT will compare concurrency provisions for a variety of agencies near to Des Moines.

CONSULTANT will review existing transportation development review procedures to be provided by the City. Identify potential revisions to the technical and administrative procedures relating to transportation impact fees, concurrency, and mitigation. Prepare draft written and graphic material to describe the development review procedures. After staff review, work with staff and the City Attorney to incorporate the revisions into applicable City regulations, policy's and procedures, and standards, including the City's concurrency and impact fee ordinances (refer Task 9).

Deliverables

- Evaluation of existing concurrency ordinance and program.
- Concurrency and LOS sections for the Comprehensive Transportation Plan.
- Modifications to Concurrency Ordinance.
- Modifications to Concurrency and Development Review Administrative Procedures.

# Des Moines Comprehensive Transportation Plan

| Mirai Associates |                                                                           |                             |                               |                                  |                         |                  |              | Total          |                |
|------------------|---------------------------------------------------------------------------|-----------------------------|-------------------------------|----------------------------------|-------------------------|------------------|--------------|----------------|----------------|
| Item No.         | Work Element                                                              | Project Manager<br>Casseday | Principal Engineer<br>Samdahi | Principal Modeler<br>Janarthanan | Senior Planner/Engineer | Planner/Engineer | Support      | Mirai<br>Total | Mirai<br>Total |
|                  |                                                                           | Total<br>hrs                | Total<br>hrs                  | Total<br>hrs                     | Total<br>hrs            | Total<br>hrs     | Total<br>hrs | Total<br>hrs   | % of<br>Total  |
|                  | <b>Project Management</b>                                                 |                             |                               |                                  |                         |                  |              |                |                |
| 0.1              | Project Management (assume 12 month duration)                             | 60                          | 20                            |                                  |                         |                  | 12           | 92             | 3.33%          |
| 0.2              | Team Kickoff meeting                                                      | 4                           | 4                             |                                  | 4                       |                  | 4            | 16             | 0.58%          |
|                  | <b>Work Element 0.0 Total</b>                                             | 64                          | 24                            |                                  | 4                       |                  | 16           | 108            | 3.91%          |
|                  | <b>1.0 Issues Identification</b>                                          |                             |                               |                                  |                         |                  |              |                |                |
| 1.1              | Document review and issues identification                                 | 8                           | 8                             |                                  |                         | 16               |              | 32             | 1.16%          |
|                  | <b>Work Element 1.0 Total</b>                                             | 8                           | 8                             |                                  |                         | 16               |              | 32             | 1.16%          |
|                  | <b>2.0 Transportation Needs Assessment</b>                                |                             |                               |                                  |                         |                  |              |                |                |
| 2A               | Roadway Facilities                                                        |                             |                               |                                  |                         |                  |              |                |                |
|                  | Existing Conditions                                                       | 12                          |                               |                                  | 24                      | 80               | 16           | 132            | 4.78%          |
|                  | Travel Forecasting Model                                                  | 4                           |                               | 80                               | 20                      | 100              |              | 204            | 7.39%          |
|                  | Future Conditions                                                         | 12                          |                               |                                  | 24                      | 80               |              | 116            | 4.20%          |
|                  | Future Needs and Opportunities                                            | 12                          | 8                             |                                  | 30                      | 80               | 8            | 138            | 5.00%          |
|                  | Project Cost Estimates                                                    | 8                           |                               |                                  | 16                      | 40               |              | 64             | 2.32%          |
| 2B               | Pedestrian and Bicycle Facilities                                         | 12                          | 6                             |                                  | 20                      | 40               | 16           | 94             | 3.41%          |
| 2C               | Transit Operations and Facilities                                         | 12                          | 8                             |                                  | 16                      | 24               | 8            | 68             | 2.46%          |
| 2D               | Parking                                                                   | 16                          |                               |                                  | 40                      | 20               | 16           | 92             | 3.33%          |
| 2E               | Transportation Demand Management                                          | 8                           | 4                             | 8                                | 16                      |                  | 8            | 44             | 1.59%          |
|                  | <b>Work Element 2.0 Total</b>                                             | 96                          | 26                            | 88                               | 206                     | 464              | 72           | 952            | 34.49%         |
|                  | <b>3.0 Policy Development</b>                                             |                             |                               |                                  |                         |                  |              |                |                |
| 3.1              | Review existing policies & recommend policies                             |                             | 8                             |                                  | 32                      |                  |              | 40             | 1.45%          |
|                  | <b>Work Element 3.0 Total</b>                                             |                             | 8                             |                                  | 32                      |                  |              | 40             | 1.45%          |
|                  | <b>4.0 Funding</b>                                                        |                             |                               |                                  |                         |                  |              |                |                |
| 4.1              | Funding and financial strategies                                          |                             | 40                            |                                  |                         | 10               |              | 50             | 1.81%          |
|                  | <b>Work Element 4.0 Total</b>                                             |                             | 40                            |                                  |                         | 10               |              | 50             | 1.81%          |
|                  | <b>5.0 Recommendations</b>                                                |                             |                               |                                  |                         |                  |              |                |                |
| 5.1              | 20+ year recommended improvements list                                    | 12                          | 12                            |                                  | 80                      |                  |              | 104            | 3.77%          |
|                  | <b>Work Element 5.0 Total</b>                                             | 12                          | 12                            |                                  | 80                      |                  |              | 104            | 3.77%          |
|                  | <b>6.0 Environmental Review</b>                                           |                             |                               |                                  |                         |                  |              |                |                |
| 6.1              | Environmental review process for Plan, checklist                          | 8                           |                               |                                  | 40                      |                  | 2            | 50             | 1.81%          |
|                  | <b>Work Element 6.0 Total</b>                                             | 8                           |                               |                                  | 40                      |                  | 2            | 50             | 1.81%          |
|                  | <b>7.0 Final Plan</b>                                                     |                             |                               |                                  |                         |                  |              |                |                |
| 7.1              | First draft of comprehensive transportation plan report                   | 12                          | 4                             |                                  | 80                      |                  | 24           | 120            | 4.35%          |
| 7.2              | Second draft of comp transportation plan report                           | 12                          | 6                             |                                  | 24                      |                  | 16           | 58             | 2.10%          |
| 7.3              | Final Comprehensive Transportation Plan report                            | 8                           | 6                             |                                  | 20                      |                  | 16           | 50             | 1.81%          |
|                  | <b>Work Element 7.0 Total</b>                                             | 32                          | 16                            |                                  | 124                     |                  | 56           | 228            | 8.26%          |
|                  | <b>8.0 Public Involvement</b>                                             |                             |                               |                                  |                         |                  |              |                |                |
| 8.1              | Stakeholder interviews (10) and Public Outreach Plan                      | 8                           | 8                             |                                  | 32                      |                  |              | 48             | 1.74%          |
|                  | Stakeholder briefings (four at key project milestones)                    | 12                          | 6                             |                                  | 6                       |                  |              | 24             | 0.87%          |
|                  | Public Safety and Transportation Committee (2 workshops and six meetings) | 32                          | 16                            |                                  | 32                      |                  | 8            | 88             | 3.19%          |
| 8.3              | Planning Agency meetings (one meeting)                                    | 2                           | 2                             |                                  |                         |                  |              | 4              | 0.14%          |
| 8.4              | Council Meetings (six)                                                    | 18                          | 12                            |                                  |                         |                  |              | 30             | 1.09%          |
| 8.5              | Website support                                                           |                             |                               |                                  | 20                      |                  | 20           | 40             | 1.45%          |
| 8.6              | Newsletters (2)                                                           |                             |                               |                                  | 16                      |                  | 16           | 32             | 1.16%          |

## ATTACHMENT 2



| Mirai Associates             |                                                                                                                            |                             |                               |                                  |                            |                  |              | Total          |                |
|------------------------------|----------------------------------------------------------------------------------------------------------------------------|-----------------------------|-------------------------------|----------------------------------|----------------------------|------------------|--------------|----------------|----------------|
| Item No.                     | Work Element                                                                                                               | Project Manager<br>Casseday | Principal Engineer<br>Samdahl | Principal Modeler<br>Janarthanan | Senior<br>Planner/Engineer | Planner/Engineer | Support      | Mirai<br>Total | Mirai<br>Total |
|                              |                                                                                                                            | Total<br>hrs                | Total<br>hrs                  | Total<br>hrs                     | Total<br>hrs               | Total<br>hrs     | Total<br>hrs | Total<br>hrs   | % of<br>Total  |
| 8.7                          | Project Support Materials                                                                                                  |                             |                               |                                  | 16                         |                  | 34           | 50             | 1.81%          |
|                              | Work Element 8.0 Total                                                                                                     | 72                          | 44                            |                                  | 122                        |                  | 78           | 316            | 11.45%         |
| 9.0                          | Traffic Impact Fees                                                                                                        |                             |                               |                                  |                            |                  |              |                |                |
| 9.1                          | Calculate traffic impact fees and propose updated TIF ordinance                                                            |                             | 60                            | 20                               | 60                         |                  |              | 140            | 5.07%          |
| 9.2                          | Workshops (2) with affected parties                                                                                        |                             | 4                             |                                  |                            |                  |              | 4              | 0.14%          |
| 9.3                          | Impact Fee Rate Study                                                                                                      |                             | 16                            |                                  | 20                         |                  | 10           | 46             | 1.67%          |
|                              | Work Element 9.0 Total                                                                                                     |                             | 80                            | 20                               | 80                         |                  | 10           | 190            | 6.88%          |
| 10.0                         | S 216th Street Corridor Study                                                                                              |                             |                               |                                  |                            |                  |              |                |                |
| 10.1                         | Traffic Analysis for corridor                                                                                              | 16                          |                               | 20                               | 40                         | 40               | 8            | 124            | 4.49%          |
| 10.3                         | Master Plan for S 216th Street                                                                                             | 6                           |                               |                                  | 20                         | 20               | 16           | 62             | 2.25%          |
| 10.4                         | Cross Sections for S 216th Street                                                                                          | 6                           |                               |                                  |                            | 24               | 16           | 46             | 1.67%          |
|                              | Work Element 10.0 Total                                                                                                    | 28                          |                               | 20                               | 60                         | 84               | 40           | 232            | 8.41%          |
| 11.0                         | 24th Avenue S Corridor Study                                                                                               |                             |                               |                                  |                            |                  |              |                |                |
| 11.1                         | Traffic Analysis for corridor                                                                                              | 4                           |                               | 8                                | 24                         | 40               |              | 76             | 2.75%          |
| 11.2                         | Recommended traffic calming treatments for 24th Avenue S                                                                   | 8                           |                               |                                  | 20                         |                  | 8            | 36             | 1.30%          |
| 11.3                         | Master Plan for 24th Avenue S                                                                                              | 8                           |                               |                                  | 16                         | 20               | 8            | 52             | 1.88%          |
|                              | Work Element 11.0 Total                                                                                                    | 20                          |                               | 8                                | 60                         | 60               | 16           | 164            | 5.94%          |
| 12.0                         | Old SR 509 Right of Way Multi Modal Transportation Corridor Study                                                          |                             |                               |                                  |                            |                  |              |                |                |
| 12.1                         | Document existing conditions along right of way, re multi-modal transportation connections                                 | 4                           |                               |                                  | 24                         |                  | 20           | 48             | 1.74%          |
| 12.2                         | Assess potential for transportation connections along right of way                                                         | 8                           |                               |                                  | 8                          |                  |              | 16             | 0.58%          |
| 12.3                         | Identify highest and best transportation use for the corridor                                                              | 8                           |                               |                                  |                            |                  |              | 8              | 0.29%          |
| 12.4                         | Identify any unused parcels with potential for further development                                                         | 4                           |                               |                                  | 8                          |                  |              | 12             | 0.43%          |
| 12.5                         | Draft and Final technical memoranda for the corridor                                                                       | 8                           |                               |                                  | 24                         |                  | 8            | 40             | 1.45%          |
|                              | Work Element 12.0 Total                                                                                                    | 32                          |                               |                                  | 64                         |                  | 28           | 124            | 4.49%          |
| 13.0                         | Concurrency and LOS Standards                                                                                              |                             |                               |                                  |                            |                  |              |                |                |
| 13.1                         | Review existing concurrency ordinance and identify alternatives for Des Moines                                             |                             | 20                            |                                  | 10                         |                  |              | 30             | 1.09%          |
| 13.2                         | Review existing development review procedures and recommend review procedures for Des Moines.                              |                             | 30                            |                                  | 20                         |                  | 10           | 60             | 2.17%          |
| 13.3                         | Recommend revisions to Concurrency Ordinance and revisions to Concurrency and Development Review Administrative Procedures |                             | 20                            |                                  | 40                         |                  | 20           | 80             | 2.90%          |
|                              | Work Element 13.0 Total                                                                                                    |                             | 70                            |                                  | 70                         |                  | 30           | 170            | 6.16%          |
| PROJECT WORK ELEMENTS TOTALS |                                                                                                                            | 372                         | 328                           | 136                              | 942                        | 634              | 348          | 2760           | 100.00%        |



# Des Moines Comprehensive Transportation Plan

## Estimated Person-hours/Costs Summary

### Mirai Associates

| Classification                  | Hrs. | x | Rate     | = | Cost     |
|---------------------------------|------|---|----------|---|----------|
| 1 Project Manager Casseday      | 372  |   | \$ 61.06 |   | \$22,714 |
| 2 Principal Engineer Samdahl    | 328  |   | \$ 69.47 |   | \$22,786 |
| 3 Principal Modeler Janarthanan | 136  |   | \$ 65.86 |   | \$8,957  |
| 4 Senior Planner/Engineer       | 942  |   | \$ 37.02 |   | \$34,873 |
| 9 Planner/Engineer              | 634  |   | \$ 30.91 |   | \$19,597 |
| 13 Support                      | 348  |   | \$ 25.77 |   | \$8,968  |

Total Hrs. 2760

|                                    |    |          |      |    |         |
|------------------------------------|----|----------|------|----|---------|
| Salary Cost                        |    |          |      | \$ | 117,895 |
| Salary Escalation Cost (estimated) |    |          |      |    | \$0     |
| Escalation - 4% of Labor Cost      | 4% | per year | > 0% |    |         |
| Total Salary Cost                  |    |          |      | \$ | 117,895 |
| Overhead at 128.08%                |    |          |      | \$ | 151,012 |
| Fee at 30%                         |    |          |      | \$ | 35,369  |
| Total Cost                         |    |          |      | \$ | 304,276 |

| Direct Expenses        | No.  | Unit  | Each          | Cost |           |
|------------------------|------|-------|---------------|------|-----------|
| Reproduction Costs     |      |       |               |      |           |
| Copies                 | 0    |       | \$0.06        | \$   | -         |
| Reports                | 0    |       | \$15          | \$   | -         |
| Plans                  | 0    |       | \$2           | \$   | -         |
| Traffic Counts         | 1    |       |               | \$   | 15,000.00 |
|                        | 0    |       |               | \$   | -         |
| Mail/Deliveries/Fed Ex | 3    |       | \$30          | \$   | 90.00     |
| Mileage                | 1250 | Mi. @ | \$0.505 /Mile | \$   | 631.25    |
| Subtotal               |      |       |               | \$   | 15,721    |
| Mirai Associates Total |      |       |               | \$   | 319,997   |

Des Moines Comprehensive Transportation Plan  
Preliminary Schedule

| Miral Associates |                                                                           | Feb-95 | Mar-95 | Apr-95  | May-95 | Jun-95  | Jul-95  | Aug-95 | Sep-95  | Oct-95 | Nov-95   | Dec-95  |
|------------------|---------------------------------------------------------------------------|--------|--------|---------|--------|---------|---------|--------|---------|--------|----------|---------|
| Item No.         | Work Element                                                              |        |        |         |        |         |         |        |         |        |          |         |
| 6.1              | Project Management                                                        |        |        |         |        |         |         |        |         |        |          |         |
| 6.2              | Project Management (assume 12 month duration)                             |        |        |         |        |         |         |        |         |        |          |         |
|                  | Team Kickoff meeting                                                      |        |        |         |        |         |         |        |         |        |          |         |
|                  | Work Element 6.0 Total                                                    |        |        |         |        |         |         |        |         |        |          |         |
| 1.0              | Issues Identification                                                     |        |        |         |        |         |         |        |         |        |          |         |
| 1.1              | Document review and issues identification                                 |        |        |         |        |         |         |        |         |        |          |         |
|                  | Work Element 1.0 Total                                                    |        |        |         |        |         |         |        |         |        |          |         |
| 2.0              | Transportation Needs Assessment                                           |        |        |         |        |         |         |        |         |        |          |         |
| 2A               | Roadway Facilities                                                        |        |        |         |        |         |         |        |         |        |          |         |
|                  | Existing Conditions                                                       |        |        |         |        |         |         |        |         |        |          |         |
|                  | Travel Forecasting Model                                                  |        |        |         |        |         |         |        |         |        |          |         |
|                  | Future Conditions                                                         |        |        |         |        |         |         |        |         |        |          |         |
|                  | Future Needs and Opportunities                                            |        |        |         |        |         |         |        |         |        |          |         |
|                  | Project Cost Estimates                                                    |        |        |         |        |         |         |        |         |        |          |         |
| 2B               | Pedestrian and Bicycle Facilities                                         |        |        |         |        |         |         |        |         |        |          |         |
| 2C               | Transit Operations and Facilities                                         |        |        |         |        |         |         |        |         |        |          |         |
| 2D               | Parking                                                                   |        |        |         |        |         |         |        |         |        |          |         |
| 2E               | Transportation Demand Management                                          |        |        |         |        |         |         |        |         |        |          |         |
|                  | Work Element 2.0 Total                                                    |        |        |         |        |         |         |        |         |        |          |         |
| 3.0              | Policy Development                                                        |        |        |         |        |         |         |        |         |        |          |         |
| 3.1              | Review existing policies & recommend policies                             |        |        |         |        |         |         |        |         |        |          |         |
|                  | Work Element 3.0 Total                                                    |        |        |         |        |         |         |        |         |        |          |         |
| 4.0              | Funding                                                                   |        |        |         |        |         |         |        |         |        |          |         |
| 4.1              | Funding and financial strategies                                          |        |        |         |        |         |         |        |         |        |          |         |
|                  | Work Element 4.0 Total                                                    |        |        |         |        |         |         |        |         |        |          |         |
| 5.0              | Recommendations                                                           |        |        |         |        |         |         |        |         |        |          |         |
| 5.1              | 20+ year recommended improvements list                                    |        |        |         |        |         |         |        |         |        |          |         |
|                  | Work Element 5.0 Total                                                    |        |        |         |        |         |         |        |         |        |          |         |
| 6.0              | Environmental Review                                                      |        |        |         |        |         |         |        |         |        |          |         |
| 6.1              | Environmental review process for Plan; checklist                          |        |        |         |        |         |         |        |         |        |          |         |
|                  | Work Element 6.0 Total                                                    |        |        |         |        |         |         |        |         |        |          |         |
| 7.0              | Final Plan                                                                |        |        |         |        |         |         |        |         |        |          |         |
| 7.1              | First draft of comprehensive transportation plan report                   |        |        |         |        |         |         |        |         |        |          |         |
| 7.2              | Second draft of comp transportation plan report                           |        |        |         |        |         |         |        |         |        |          |         |
| 7.3              | Final Comprehensive Transportation Plan report                            |        |        |         |        |         |         |        |         |        |          |         |
|                  | Work Element 7.0 Total                                                    |        |        |         |        |         |         |        |         |        |          |         |
| 8.0              | Public Involvement                                                        |        |        |         |        |         |         |        |         |        |          |         |
| 8.1              | Stakeholder interviews (10); and Public Outreach Plan                     |        |        |         |        |         |         |        |         |        |          |         |
|                  | Stakeholder briefings (two at key project milestones)                     |        |        |         |        |         |         |        |         |        |          |         |
| 8.2              | Public Safety and Transportation Committee (2 workshops and six meetings) |        |        | WS      | Mtg    | Mtg     | Mtg     | WS     | Mtg     | Mtg    | Mtg      |         |
| 8.3              | Planning Agency meeting                                                   |        |        |         |        |         |         |        |         |        | P Agency |         |
| 8.4              | Council Meetings (six)                                                    |        |        | Council |        | Council | Council |        | Council |        | Council  | Council |
|                  | Work Element 8.0 Total                                                    |        |        |         |        |         |         |        |         |        |          |         |
| 9.0              | Traffic Impact Fees                                                       |        |        |         |        |         |         |        |         |        |          |         |
|                  | Work Element 9.0 Total                                                    |        |        |         |        |         |         |        |         |        |          |         |
| 10.0             | S 216th Street Corridor Study                                             |        |        |         |        |         |         |        |         |        |          |         |
|                  | Work Element 10.0 Total                                                   |        |        |         |        |         |         |        |         |        |          |         |
| 11.0             | 24th Avenue S Corridor Study                                              |        |        |         |        |         |         |        |         |        |          |         |
|                  | Work Element 11.0 Total                                                   |        |        |         |        |         |         |        |         |        |          |         |
| 12.0             | Old SR 509 Right of Way Multi Modal Transportation Corridor Study         |        |        |         |        |         |         |        |         |        |          |         |
|                  | Work Element 12.0 Total                                                   |        |        |         |        |         |         |        |         |        |          |         |
| 13.0             | Concurrency and LOS Standards                                             |        |        |         |        |         |         |        |         |        |          |         |
|                  | Work Element 13.0 Total                                                   |        |        |         |        |         |         |        |         |        |          |         |



2008 - 2013 CAPITAL IMPROVEMENT PLAN  
Arterial Street

CAPITAL IMPROVEMENT PLAN  
REQUEST FORM

CATEGORY Arterial Street

PROJECT Comprehensive Transportation Plan

LOCATION City Wide

DESCRIPTION: Update the City's Comprehensive Transportation Plan.

PROJECT NO. 114  
PROJECT STATUS:  
Preliminary Estimate X  
Plans in Preparation  
P.S.E. Complete

EXPENDITURE SCHEDULE

| COST ELEMENTS                   | TOTAL      | FY 07 EST | FY 08      | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 |
|---------------------------------|------------|-----------|------------|-------|-------|-------|-------|-------|
| ADMIN (CITY STAFF)              | \$ 32,800  | \$ 10,000 | \$ 22,800  |       |       |       |       |       |
| CIP PROJ MANAGEMENT             | 1,200      |           | 1,200      |       |       |       |       |       |
| DESIGN / ENGINEERING            | 160,000    |           | 160,000    |       |       |       |       |       |
| LAND                            |            |           |            |       |       |       |       |       |
| BUILDINGS                       |            |           |            |       |       |       |       |       |
| IMPROVEMENTS                    |            |           |            |       |       |       |       |       |
| INSPECTION                      |            |           |            |       |       |       |       |       |
| CONTINGENCY                     |            |           |            |       |       |       |       |       |
| SALES TAX                       |            |           |            |       |       |       |       |       |
| OTHER (Turning Movement Counts) |            |           | 18,000     |       |       |       |       |       |
| TOTAL                           | \$ 194,000 | \$ 10,000 | \$ 200,000 |       |       |       |       |       |

| FUNDING SOURCES | TOTAL      | FY 07 EST | FY 08      | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 |
|-----------------|------------|-----------|------------|-------|-------|-------|-------|-------|
| ARTERIAL STREET | \$ 210,000 | \$ 10,000 | \$ 200,000 |       |       |       |       |       |
|                 |            |           |            |       |       |       |       |       |
| TOTAL           | \$ 210,000 | \$ 10,000 | \$ 200,000 |       |       |       |       |       |

ATTACHMENT 4

ATTACHMENT 4





# 2008 - 2013 CAPITAL IMPROVEMENT PLAN

## Arterial Street

### CAPITAL IMPROVEMENT PLAN REQUEST FORM

|          |                                   |                      |     |
|----------|-----------------------------------|----------------------|-----|
| CATEGORY | Arterial Street                   | PROJECT NO.          | 114 |
| PROJECT  | Comprehensive Transportation Plan | PROJECT STATUS:      |     |
|          |                                   | Preliminary Estimate | X   |
|          |                                   | Plans in Preparation |     |
|          |                                   | P.S.E. Complete      |     |
| LOCATION | City Wide                         |                      |     |

#### JUSTIFICATION:

The Comprehensive Transportation Plan (CTP) is a long range planning document. This document is referenced in the Transportation Element of the City's Comprehensive Plan. Cities are required to adopt and maintain a CTP by the Growth Management Act (GMA). The existing CTP is an update that was adopted in December of 2001. At that time, the document was an update of the original CTP that was prepared in 1992 & 1993. Much of the data used in the update of the CTP was from 1996 - 1998. The GMA requires that the City have a CTP that address transportation issues a minimum of 10 years in the future. The analysis in the current CTP looked at transportation needs out to the year 2020 using traffic volumes from 1996 and 1998 - data that is now 10 years old. Therefore it is time once again to take a look at the City's comprehensive transportation needs.

The study and preparation of the CTP will assure that all major transportation needs have been identified. This includes all modes of transportation: pedestrian, bicycle, vehicle, freight, and transit - including Metro buses and Sound Transit Light Rail. This document is an essential tool used for responsible transportation planning, for establishment of policy, and for providing decision making guidance on prioritizing the City's transportation improvement needs that will cost millions and millions of dollars.

#### SCOPE OF WORK:

City staff has begun to collect the data that will eventually be used to support the document. The document will be prepared by a consultant. It is anticipated that a request for proposals will be issued late in 2007, with consultant interviews and selection occurring in early 2008. The CTP will be prepared in 2008. The Public Safety and Transportation Committee will provide oversight during the preparation of the document. It is anticipated that the CTP will be brought before full Council for adoption in early 2009.



# 2008 - 2013 CAPITAL IMPROVEMENT PLAN

## Arterial Street

### CAPITAL IMPROVEMENT PLAN REQUEST FORM

|              |                                                                                                                                                                         |                      |        |
|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|--------|
| CATEGORY     | Arterial Street                                                                                                                                                         | PROJECT NO.          | 107-00 |
| PROJECT      | S 216th Street Corridor Study                                                                                                                                           | PROJECT STATUS:      |        |
|              |                                                                                                                                                                         | Preliminary Estimate | X      |
|              |                                                                                                                                                                         | Plans in Preparation |        |
|              |                                                                                                                                                                         | P.S.E. Complete      |        |
| LOCATION     | S 216th Street - Marine View Drive to Military Road                                                                                                                     |                      |        |
| DESCRIPTION: | Provide corridor study to identify the ultimate roadway cross sections, turn-lane needs, and the ultimate right-of-way needed to support proposed roadway improvements. |                      |        |

| EXPENDITURE SCHEDULE |           |           |       |       |       |       |       |       |
|----------------------|-----------|-----------|-------|-------|-------|-------|-------|-------|
| COST ELEMENTS        | TOTAL     | FY 07 EST | FY 08 | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 |
| ADMIN (CITY STAFF)   | \$ 6,500  | \$ 6,500  |       |       |       |       |       |       |
| CIP PROJ MANAGEMENT  | 3,250     | 3,250     |       |       |       |       |       |       |
| DESIGN / ENGINEERING | 65,000    | 65,000    |       |       |       |       |       |       |
| LAND                 |           |           |       |       |       |       |       |       |
| BUILDINGS            |           |           |       |       |       |       |       |       |
| IMPROVEMENTS         |           |           |       |       |       |       |       |       |
| INSPECTION           |           |           |       |       |       |       |       |       |
| CONTINGENCY          | 6,500     | 6,500     |       |       |       |       |       |       |
| OTHER                |           |           |       |       |       |       |       |       |
| TOTAL                | \$ 81,250 | \$ 81,250 |       |       |       |       |       |       |

| FUNDING SOURCES  | TOTAL     | FY 07 EST | FY 08 | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 |
|------------------|-----------|-----------|-------|-------|-------|-------|-------|-------|
| ARTERIAL STREETS | \$ 81,250 | \$ 81,250 |       |       |       |       |       |       |
| TOTAL            | \$ 81,250 | \$ 81,250 |       |       |       |       |       |       |



## 2008 - 2013 CAPITAL IMPROVEMENT PLAN

### Arterial Street

#### CAPITAL IMPROVEMENT PLAN REQUEST FORM

|          |                                                     |                      |        |
|----------|-----------------------------------------------------|----------------------|--------|
| CATEGORY | Arterial Street                                     | PROJECT NO.          | 107 00 |
| PROJECT  | S 216th Street Corridor Study                       | PROJECT STATUS:      |        |
|          |                                                     | Preliminary Estimate | X      |
|          |                                                     | Plans in Preparation |        |
|          |                                                     | P.S.E. Complete      |        |
| LOCATION | S 216th Street - Marine View Drive to Military Road |                      |        |

#### JUSTIFICATION:

As the property along this corridor continues to be developed and redevelopment, it is critical that we monitor and plan for adequate improvements. This is particularly important at the intersection of South 216th Street and Pacific Highway South, South 216th Street and 24th Avenue South, and the areas of South 216th Street and 24th Avenue South adjacent to the Port of Seattle buy out area that is currently being considered for redevelopment.

As developers make frontage improvements and the City improves this corridor, the ultimate cross sections and right-of-way needs need to have already been identified so that improvements are made consistently.

#### SCOPE OF WORK:

The study will be prepared by a consultant. It is anticipated that a request for proposals will be issued very early in 2007 followed by consultant interviews and selection. This corridor study work effort will be coordinated with the design work effort for the South 216th Street Phase 4 (11th Ave. S. to 7th Avenue South) for efficiency.

The study will provide a cross-section for each segment of the corridor, study intersection operations, address turn lane needs, and identify the ultimate right-of-way needs.





# 2008 - 2013 CAPITAL IMPROVEMENT PLAN

## Arterial Street

### CAPITAL IMPROVEMENT PLAN REQUEST FORM

|              |                                                                                                                                                                         |                      |                                     |
|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|-------------------------------------|
| CATEGORY     | Arterial Street                                                                                                                                                         | PROJECT NO.          | _____                               |
| PROJECT      | 24th Avenue South Corridor Study                                                                                                                                        | PROJECT STATUS:      | _____                               |
|              |                                                                                                                                                                         | Preliminary Estimate | <input checked="" type="checkbox"/> |
|              |                                                                                                                                                                         | Plans in Preparation | _____                               |
|              |                                                                                                                                                                         | P.S.E. Complete      | _____                               |
| LOCATION     | 24th Avenue South - S. 215th Street to Kent Des Moines Road                                                                                                             |                      |                                     |
| DESCRIPTION: | Provide corridor study to identify the ultimate roadway cross sections, turn-lane needs, and the ultimate right-of-way needed to support proposed roadway improvements. |                      |                                     |

| EXPENDITURE SCHEDULE |           |           |           |       |       |       |       |       |
|----------------------|-----------|-----------|-----------|-------|-------|-------|-------|-------|
| COST ELEMENTS        | TOTAL     | FY 07 EST | FY 08     | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 |
| ADMIN (CITY STAFF)   | \$ 4,000  |           | \$ 4,000  |       |       |       |       |       |
| CIP PROJ MANAGEMENT  | 2,000     |           | 2,000     |       |       |       |       |       |
| DESIGN / ENGINEERING | 40,000    |           | 40,000    |       |       |       |       |       |
| LAND                 |           |           |           |       |       |       |       |       |
| BUILDINGS            |           |           |           |       |       |       |       |       |
| IMPROVEMENTS         |           |           |           |       |       |       |       |       |
| INSPECTION           |           |           |           |       |       |       |       |       |
| CONTINGENCY          | 4,000     |           | 4,000     |       |       |       |       |       |
| OTHER                |           |           |           |       |       |       |       |       |
| TOTAL                | \$ 50,000 |           | \$ 50,000 |       |       |       |       |       |

| FUNDING SOURCES  | TOTAL     | FY 07 EST | FY 08     | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 |
|------------------|-----------|-----------|-----------|-------|-------|-------|-------|-------|
| ARTERIAL STREETS | \$ 50,000 | \$ -      | \$ 50,000 |       |       |       |       |       |
| TOTAL            | \$ 50,000 | \$ -      | \$ 50,000 |       |       |       |       |       |

**CAPITAL IMPROVEMENT PLAN  
REQUEST FORM**

|          |                                                             |                      |   |
|----------|-------------------------------------------------------------|----------------------|---|
| CATEGORY | Arterial Street                                             | PROJECT NO.          | 0 |
| PROJECT  | 24th Avenue South Corridor Study                            | PROJECT STATUS:      |   |
|          |                                                             | Preliminary Estimate | X |
|          |                                                             | Plans in Preparation |   |
|          |                                                             | P.S.E. Complete      |   |
| LOCATION | 24th Avenue South - S. 216th Street to Kent Des Moines Road |                      |   |

**JUSTIFICATION:** As the property along this corridor continues to be developed and redevelopment, it is critical that we monitor and plan for adequate improvements. This is particularly important at the intersection of South 216th Street, Kent Des Moines Road, and adjacent to the schools on the corridor.

As developers make frontage improvements and the City improves this corridor, the ultimate cross sections and right-of-way needs need to have already been identified so that improvements are made consistently.

**SCOPE OF WORK:** The study will be prepared by a consultant. It is anticipated that a request for proposals will be issued very early in 2008. This corridor study work effort will coordinated with other study work on S. 216th Street for added efficiency.

The study will provide a cross-section for each segment of the corridor, study intersection operations, address turn lane needs, and identify the ultimate right-of-way needs.



## 2008 - 2013 CAPITAL IMPROVEMENT PLAN

### Arterial Street

#### CAPITAL IMPROVEMENT PLAN REQUEST FORM

|              |                                                                                                                   |                      |   |
|--------------|-------------------------------------------------------------------------------------------------------------------|----------------------|---|
| CATEGORY     | Arterial Street                                                                                                   | PROJECT NO.          |   |
| PROJECT      | SR 509 Right-of-Way: Study of Highest and Best Use                                                                | PROJECT STATUS       |   |
|              |                                                                                                                   | Preliminary Estimate | X |
|              |                                                                                                                   | Plans in Preparation |   |
|              |                                                                                                                   | P.S.E. Complete      |   |
| LOCATION     | SR 509 Right-of-Way from north City Limits to Kent Des Moines Road                                                |                      |   |
| DESCRIPTION: | Provide study to identify the highest and best use of the SR 509 right-of-way, and submit a proposal to the WSDOT |                      |   |

| EXPENDITURE SCHEDULE |           |           |           |       |       |       |       |       |
|----------------------|-----------|-----------|-----------|-------|-------|-------|-------|-------|
| COST ELEMENTS        | TOTAL     | FY 07 EST | FY 08     | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 |
| ADMIN (CITY STAFF)   | \$ 11,000 |           | \$ 11,000 |       |       |       |       |       |
| CIP PROJ MANAGEMENT  | 1,375     |           | 1,375     |       |       |       |       |       |
| DESIGN / ENGINEERING | 55,000    |           | 55,000    |       |       |       |       |       |
| LAND                 |           |           |           |       |       |       |       |       |
| BUILDINGS            |           |           |           |       |       |       |       |       |
| IMPROVEMENTS         |           |           |           |       |       |       |       |       |
| INSPECTION           |           |           |           |       |       |       |       |       |
| CONTINGENCY          | 5,500     |           | 5,500     |       |       |       |       |       |
| OTHER                |           |           |           |       |       |       |       |       |
| TOTAL                | \$ 72,875 |           | \$ 72,875 |       |       |       |       |       |

| FUNDING SOURCES  | TOTAL     | FY 07 EST | FY 08     | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 |
|------------------|-----------|-----------|-----------|-------|-------|-------|-------|-------|
| ARTERIAL STREETS | \$ 72,875 |           | \$ 72,875 |       |       |       |       |       |
| TOTAL            | \$ 72,875 | \$ -      | \$ 72,875 |       |       |       |       |       |



CAPITAL IMPROVEMENT PLAN  
REQUEST FORM

|          |                                                                    |                      |   |
|----------|--------------------------------------------------------------------|----------------------|---|
| CATEGORY | Arterial Street                                                    | PROJECT NO.          | 0 |
| PROJECT  | SR 509 Right-of-Way: Study of Highest and Best Use                 | PROJECT STATUS.      |   |
|          |                                                                    | Preliminary Estimate | X |
|          |                                                                    | Plans in Preparation |   |
|          |                                                                    | P.S.E. Complete      |   |
| LOCATION | SR 509 Right-of-Way from north City Limits to Kent Des Moines Road |                      |   |

JUSTIFICATION:

Physical Characteristics

Evaluate the physical characteristics of the property/ROW as it relates to its location, access, topography, drainage, and critical areas (e.g., wetlands, streams, steep slopes, FWHCAs, etc.).

Legal/Policy Framework

Evaluate the land use goals and policies established in the Comprehensive Plan as well as the zoning and subdivision regulations that implement the Plan. These would need to be discussed with and updated by the Planning Agency and City Council.

Zoning Analysis

Complete a capacity analysis for the ROW that evaluates the development capacity at it relates to the underlying zoning and alternate zoning scenarios that apply the zoning of the districts that the ROW passes through, (e.g., xx acres in the RS-7,200 zone, xx ac in the RM-2,400 zone, xx in the RS-8,400 zone, etc.) and/or consider expansion/retraction of some zones. Critical areas (e.g., wetlands, streams, steep slopes, FWHCAs, etc.) would be subtracted out of the available capacity

Economic Analysis

Complete a market analysis to determine economic and market trends and what is financially feasible. Determine what uses will produce the highest value. This work would also identify "non-economic" highest and best uses such as parks, the potential to extend 16th Avenue South north to South 216th Street, trail systems, greenbelts, open spaces, wetlands, wildlife habitats and other types of natural lands. This work should build on previous studies prepared for the City/projects/local area (e.g., Des Moines Economic Development Strategy by Ravenhurst; DMCBP Economic Benefit Study by Property Counselors, and NEST Study by GVA Kidder Mathews).

SCOPE OF WORK:

The study will be prepared by a consultant. It is anticipated that we will use one of our on-call consultants. This work will begin very early in 2008, with the intent to share the results of the study with the DOT in the late Spring of 2009.

**Formal Task Assignment Document  
Fehr & Peers/Mirai**

**Task Number: 2008-001  
Supplement 2**

Location of Project: City Wide

Project Title: Comprehensive Transportation Plan (CTP) Update

Maximum Amount Payable Per Task Assignment:

|                          |                     |
|--------------------------|---------------------|
| Original Task Budget     | \$319,997           |
| Supplement 1             | no change in budget |
| Supplement 2             | <u>\$ 49,850</u>    |
| <b>Total Task Budget</b> | <b>\$369,847</b>    |

Completion Date: December 31, 2009 (no change)

**Description of Work:**

Fehr & Peers/Mirai will provide additional coordination, traffic analysis and technical assistance to City of Des Moines to complete the Comprehensive Transportation Plan (CTP) Update and include analysis of the planned extension of Sound Transit Link Light Rail to/through Des Moines. The schedule for the CTP Update has increased with six additional months of coordination and outreach. This additional task includes forecasts for light rail station use and analysis to reflect extended light rail, compilation of traffic analysis results and information supporting the CTP update. This additional analysis is to respond to City Council request for information and assessment of expected traffic conditions and transit access to light rail station(s) in Des Moines and what supporting projects may be needed to support high capacity transit in the Pacific Ridge and Midway areas.

See attached Scope of Work for Supplement 2.

**Task Budget:**

This task assignment for additional work is budgeted at \$49,850, see attached budget worksheet.

**Schedule:**

Completion of the additional work to complete the Draft CTP is planned for February 2009 with approval by Council in March 2009 and approval of Traffic Impact Fees in May 2009. This effort will extend through June 2009 to include Council approval. The task order schedule has been extended through December 31, 2009 with Supplement 1.

Agency Project Manager Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Consultant Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Agency Approving Authority: \_\_\_\_\_ Date: \_\_\_\_\_



## **Exhibit A- Scope of Work – Supplement 2**

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### **Task 0: Project Management – *Change in project duration***

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CONSULTANT will continue to provide project administration and serve as a liaison to City staff throughout the plan development and adoption, with monthly invoices and on-going project coordination with staff.

Project was originally established for a 12 month period and has been extended to a May 2009 approval of the CTP by Council, for an 18 month project management effort.

#### **Deliverables:**

- Monthly progress reports, invoices, budget and schedule updates, and key actions from project meetings.

### **Task 1: Issues Identification – *no change***

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### **Task 2: Transportation Needs Assessment – *add review of needs with Sound Transit Light Rail station in Des Moines/Midway area***

---

CONSULTANT will conduct a needs assessment of the following transportation factors within the study area:

- Roadway Facilities
- Bicycle and Pedestrians Facilities
- Transit Operations and Facilities
- Parking
- Transportation Demand Management

The analysis will include an examination of future conditions with the now planned light rail service extending to the Star Lake area of Federal Way with a station in the Midway planning area of Des Moines and Kent. This effort will reflect transportation facility needs associated with the planned LRT station – for roadways, pedestrian and bicycle facilities and interface with other transit (Rapid Ride, Park & Ride and local bus service) as well as consideration of changes in parking demand and management near the planned LRT station. CONSULTANT will update the transportation needs assessment for the CTP to incorporate the LRT needs and opportunities.

#### **Deliverables:**

- Additional analysis and text related to Des Moines/Midway LRT station for the Comprehensive Transportation Plan Update



### **Task 3: Policy Development** – *incorporate policies for LRT service and station in Des Moines/Midway*

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Provide additional policy language to incorporate planned Sound Transit service to Star Lake area of Federal Way and planned LRT station in Des Moines/Midway area.

#### Deliverables:

- Additional text related to Sound Transit LRT service and station in Des Moines/Midway.

### **Task 4: Funding**– *no change*

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### **Task 5: Recommendations** – *additional recommendations for LRT service and planned station in Des Moines/Midway*

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Develop additional recommendations for Des Moines Comprehensive Transportation Plan to reflect the planned Sound Transit light rail service to Star Lake in Federal Way with station in the Des Moines/Midway planning area, near the Highline Community College.

Recommendations will be based on the needs and opportunities assessment (Task 2) and developed in consultation with City staff. The purpose of this task is to develop a set of multimodal transportation improvements that meet the long-term planning needs of the City. The recommendations will include planning-level cost estimates developed as part of the modal tasks.

#### Deliverable:

- Additions to the list of 20+-year recommended improvements with 6-year priorities, attuned to the planned light rail service and station in the Des Moines/Midway area..

### **Task 6: Environmental Review (SEPA)** – *no change*

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### **Task 7: Final Plan** – *incorporate analysis and recommendations for light rail service and station in Des Moines/Midway area*

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Provide additional text and illustrations to reflect the planned light rail service and station in Des Moines/Midway area with recommendations for roadway, pedestrian, bicycle and transit facilities to integrate the light rail with other travel modes in Des Moines. CONSULTANT will edit the draft Transportation Plan to reflect the planned light rail service and recommendations for City implementation and plans.

### Deliverables

- Additional text, graphics and recommendations for CTP Update associated with planned light rail service and station in Des Moines/Midway area.

### **Task 8: Public Involvement – *change in project duration and level of effort***

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The purpose of this task is to engage the public in determining and prioritizing transportation issues for all modes of transportation and to provide opportunity to be actively involved in identifying transportation solutions that best serve the City of Des Moines's community vision and particular transportation needs. It is envisioned that this scope will provide the flexibility to mix and match outreach services to best serve the comprehensive transportation planning process as it unfolds.

#### ***Additional Stakeholder Interviews***

With guidance from City staff, CONSULTANT conducted 8 additional interviews with stakeholders, with the goal to gather broad-reaching input for the CTP Update.

**Public Safety and Transportation Committee – *additional effort required***

**Planning Agency – *no change***

**Council Meetings – *additional effort required***

### **Task 9: Traffic Impact Fees– *no change***

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**Task 10: South 216th Street Corridor Study – *no change***

**Task 11: 24th Avenue South Corridor Study – *no change***

**Task 12: Old SR 509 Right-of-Way Highest and Best Use Study -  
Multi-modal Transportation Corridor Study – *no change***

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**Task 13: Concurrency and LOS Standards – *no change***

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# Des Moines Comprehensive Transportation Plan

## Estimated Person-hours/Costs Summary

### Fehr & Peers/Mirai

|    | Classification                | Hrs. | x |    | Rate = | Cost    |
|----|-------------------------------|------|---|----|--------|---------|
| 1  | Project Manager Casseday      | 132  |   | \$ | 61.06  | \$8,060 |
| 2  | Principal Engineer Samdahl    | 39   |   | \$ | 69.47  | \$2,709 |
| 3  | Principal Modeler Janarthanan | 0    |   | \$ | 65.86  | \$0     |
| 4  | Senior Planner/Engineer       | 93   |   | \$ | 37.02  | \$3,443 |
| 9  | Planner/Engineer              | 72   |   | \$ | 30.91  | \$2,226 |
| 13 | Support                       | 81   |   | \$ | 25.77  | \$2,087 |

Total Hrs. 417

|                                    |                    |    |        |
|------------------------------------|--------------------|----|--------|
| Salary Cost                        |                    | \$ | 18,525 |
| Salary Escalation Cost (estimated) |                    |    |        |
| Escalation - 4% of Labor Cost      | 4% per year > 100% |    | \$741  |
| Total Salary Cost                  |                    | \$ | 19,266 |
| Overhead at 128.08%                |                    | \$ | 24,678 |
| Fee at 30%                         |                    | \$ | 5,780  |
| Total Cost                         |                    | \$ | 49,724 |

| Direct Expenses          | No. | Unit  | Each          | Cost |        |
|--------------------------|-----|-------|---------------|------|--------|
| Reproduction Costs       |     |       |               |      |        |
| Copies                   | 0   |       | \$0.06        | \$   | -      |
| Reports                  | 0   |       | \$15          | \$   | -      |
| Plans                    | 0   |       | \$2           | \$   | -      |
| Traffic Counts           | 1   |       |               |      |        |
|                          | 0   |       |               |      |        |
| Mail/Deliveries/Fed Ex   | 3   |       | \$30          |      |        |
| Mileage                  | 250 | Mi. @ | \$0.505 /Mile | \$   | 126.25 |
| Subtotal                 |     |       |               | \$   | 126    |
| Fehr & Peers/Mirai Total |     |       |               | \$   | 49,850 |



# Des Moines Comprehensive Transportation Plan

| Fehr & Peers/Mirai              |                                                                           |                             |                               |                                  |                            |                  |              | Total          |                |              |                |
|---------------------------------|---------------------------------------------------------------------------|-----------------------------|-------------------------------|----------------------------------|----------------------------|------------------|--------------|----------------|----------------|--------------|----------------|
| Item No.                        | Work Element                                                              | Project Manager<br>Casseday | Principal Engineer<br>Samdahi | Principal Modeler<br>Janarthanan | Senior<br>Planner/Engineer | Planner/Engineer | Support      | Mirai<br>Total | Mirai<br>Total | Direct Labor | Total for Task |
|                                 |                                                                           | Total<br>hrs                | Total<br>hrs                  | Total<br>hrs                     | Total<br>hrs               | Total<br>hrs     | Total<br>hrs |                |                |              |                |
| Project Management              |                                                                           |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 0.1                             | Project Management additional 6 months                                    | 45                          | 9                             |                                  |                            |                  | 9            | 63             | 15.11%         |              |                |
| 0.2                             | Team Kickoff meeting                                                      |                             |                               |                                  |                            |                  |              |                |                |              |                |
| Work Element 0.0 Total          |                                                                           | 45                          | 9                             |                                  |                            |                  | 9            | 63             | 15.11%         | \$ 3,604.86  | \$9,304        |
| Issues Identification           |                                                                           |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 1.1                             | Document review and issues identification                                 |                             |                               |                                  |                            |                  |              |                |                |              |                |
| Work Element 1.0 Total          |                                                                           |                             |                               |                                  |                            |                  |              |                |                | \$ -         |                |
| Transportation Needs Assessment |                                                                           |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 2A                              | Roadway Facilities                                                        |                             |                               |                                  |                            |                  |              |                |                |              |                |
|                                 | Existing Conditions                                                       |                             |                               |                                  |                            |                  |              |                |                |              |                |
|                                 | Travel Forecasting Model                                                  |                             |                               |                                  |                            |                  |              |                |                |              |                |
|                                 | Future Conditions                                                         | 3                           |                               |                                  | 12                         | 24               | 12           | 51             | 12.23%         |              |                |
|                                 | Future Needs and Opportunities                                            | 3                           | 6                             |                                  | 12                         | 12               | 12           | 45             | 10.79%         |              |                |
|                                 | Project Cost Estimates                                                    | 3                           | 3                             |                                  | 6                          | 12               |              | 24             | 5.76%          |              |                |
| 2B                              | Pedestrian and Bicycle Facilities                                         | 3                           |                               |                                  | 3                          |                  |              | 6              | 1.44%          |              |                |
| 2C                              | Transit Operations and Facilities                                         | 3                           |                               |                                  | 3                          |                  |              | 6              | 1.44%          |              |                |
| 2D                              | Parking                                                                   |                             |                               |                                  | 3                          |                  |              | 3              | 0.72%          |              |                |
| 2E                              | Transportation Demand Management                                          |                             |                               |                                  |                            |                  |              |                |                |              |                |
| Work Element 2.0 Total          |                                                                           | 15                          | 9                             |                                  | 39                         | 48               | 24           | 135            | 32.37%         | \$ 5,087.07  | \$13,129       |
| Policy Development              |                                                                           |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 3.1                             | Review existing policies & recommend policies                             | 3                           | 3                             |                                  | 6                          |                  |              | 12             | 2.88%          |              |                |
| Work Element 3.0 Total          |                                                                           | 3                           | 3                             |                                  | 6                          |                  |              | 12             | 2.88%          | \$ 613.71    | \$1,584        |
| Funding                         |                                                                           |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 4.1                             | Funding and financial strategies                                          |                             |                               |                                  |                            |                  |              |                |                |              |                |
| Work Element 4.0 Total          |                                                                           |                             |                               |                                  |                            |                  |              |                |                | \$ -         |                |
| Recommendations                 |                                                                           |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 5.1                             | 20+ year recommended improvements list                                    | 12                          | 6                             |                                  | 18                         |                  |              | 36             | 8.63%          |              |                |
| Work Element 5.0 Total          |                                                                           | 12                          | 6                             |                                  | 18                         |                  |              | 36             | 8.63%          | \$ 1,815.90  | \$4,687        |
| Environmental Review            |                                                                           |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 6.1                             | Environmental review process for Plan, checklist                          |                             |                               |                                  |                            |                  |              |                |                |              |                |
| Work Element 6.0 Total          |                                                                           |                             |                               |                                  |                            |                  |              |                |                | \$ -         |                |
| Final Plan                      |                                                                           |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 7.1                             | First draft of comprehensive transportation plan report                   |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 7.2                             | Second draft of comp transportation plan report                           | 12                          | 6                             |                                  | 12                         | 24               | 24           | 78             | 18.71%         |              |                |
| 7.3                             | Final Comprehensive Transportation Plan report                            |                             |                               |                                  |                            |                  |              |                |                |              |                |
| Work Element 7.0 Total          |                                                                           | 12                          | 6                             |                                  | 12                         | 24               | 24           | 78             | 18.71%         | \$ 2,954.10  | \$7,624        |
| Public Involvement              |                                                                           |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 8.1                             | Stakeholder interviews (10) and Public Outreach Plan                      | 9                           |                               |                                  | 18                         |                  |              | 27             | 6.47%          |              |                |
|                                 | Stakeholder briefings (four at key project milestones)                    |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 8.2                             | Public Safety and Transportation Committee (2 workshops and six meetings) | 18                          |                               |                                  |                            |                  | 24           | 42             | 10.07%         |              |                |
| 8.3                             | Planning Agency meetings (one meeting)                                    |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 8.4                             | Council Meetings (six)                                                    | 18                          | 6                             |                                  |                            |                  |              | 24             | 5.76%          |              |                |
| 8.5                             | Website support                                                           |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 8.6                             | Newsletters (2)                                                           |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 8.7                             | Project Support Materials                                                 |                             |                               |                                  |                            |                  |              |                |                |              |                |
| Work Element 8.0 Total          |                                                                           | 45                          | 6                             |                                  | 18                         |                  | 24           | 93             | 22.30%         | \$ 4,449.36  | \$11,483       |
| Traffic Impact Fees             |                                                                           |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 9.1                             | Calculate traffic impact fees and propose updated TIF ordinance           |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 9.2                             | Workshops (2) with affected parties                                       |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 9.3                             | Impact Fee Rate Study                                                     |                             |                               |                                  |                            |                  |              |                |                |              |                |
| Work Element 9.0 Total          |                                                                           |                             |                               |                                  |                            |                  |              |                |                | \$ -         |                |
| S 216th Street Corridor Study   |                                                                           |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 10.1                            | Traffic Analysis for corridor                                             |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 10.3                            | Master Plan for S 216th Street                                            |                             |                               |                                  |                            |                  |              |                |                |              |                |
| 10.4                            | Cross Sections for S 216th Street                                         |                             |                               |                                  |                            |                  |              |                |                |              |                |
| Work Element 10.0 Total         |                                                                           |                             |                               |                                  |                            |                  |              |                |                | \$ -         |                |



# Des Moines Comprehensive Transportation Plan

| Fehr & Peers/Mirai           |                                                                                                                            |                             |                               |                                  |                         |                  | Total     |             |             |
|------------------------------|----------------------------------------------------------------------------------------------------------------------------|-----------------------------|-------------------------------|----------------------------------|-------------------------|------------------|-----------|-------------|-------------|
| Item No.                     | Work Element                                                                                                               | Project Manager<br>Casseday | Principal Engineer<br>Samdahl | Principal Modeler<br>Janarthanan | Senior Planner/Engineer | Planner/Engineer | Support   | Mirai Total | Mirai Total |
|                              |                                                                                                                            | Total hrs                   | Total hrs                     | Total hrs                        | Total hrs               | Total hrs        | Total hrs | Total hrs   | % of Total  |
| 11.0                         | 24th Avenue S Corridor Study                                                                                               |                             |                               |                                  |                         |                  |           |             |             |
| 11.1                         | Traffic Analysis for corridor                                                                                              |                             |                               |                                  |                         |                  |           |             |             |
| 11.2                         | Recommended traffic calming treatments for 24th Avenue S                                                                   |                             |                               |                                  |                         |                  |           |             |             |
| 11.3                         | Master Plan for 24th Avenue S                                                                                              |                             |                               |                                  |                         |                  |           |             |             |
|                              | Work Element 11.0 Total                                                                                                    |                             |                               |                                  |                         |                  |           |             | \$ -        |
| 12.0                         | Old SR 509 Right of Way Multi Modal Transportation Corridor Study                                                          |                             |                               |                                  |                         |                  |           |             |             |
| 12.1                         | Document existing conditions along right of way, re multi-modal transportation connections                                 |                             |                               |                                  |                         |                  |           |             |             |
| 12.2                         | Assess potential for transportation connections along right of way                                                         |                             |                               |                                  |                         |                  |           |             |             |
| 12.3                         | Identify highest and best transportation use for the corridor                                                              |                             |                               |                                  |                         |                  |           |             |             |
| 12.4                         | Identify any unused parcels with potential for further development                                                         |                             |                               |                                  |                         |                  |           |             |             |
| 12.5                         | Draft and Final technical memoranda for the corridor                                                                       |                             |                               |                                  |                         |                  |           |             |             |
|                              | Work Element 12.0 Total                                                                                                    |                             |                               |                                  |                         |                  |           |             | \$ -        |
| 13.0                         | Concurrency and LOS Standards                                                                                              |                             |                               |                                  |                         |                  |           |             |             |
| 13.1                         | Review existing concurrency ordinance and identify alternatives for Des Moines                                             |                             |                               |                                  |                         |                  |           |             |             |
| 13.2                         | Review existing development review procedures and recommend review procedures for Des Moines.                              |                             |                               |                                  |                         |                  |           |             |             |
| 13.3                         | Recommend revisions to Concurrency Ordinance and revisions to Concurrency and Development Review Administrative Procedures |                             |                               |                                  |                         |                  |           |             |             |
|                              | Work Element 13.0 Total                                                                                                    |                             |                               |                                  |                         |                  |           |             | \$ -        |
| PROJECT WORK ELEMENTS TOTALS |                                                                                                                            | 132                         | 39                            | 93                               | 72                      | 81               |           | 417         | 100.00%     |
|                              |                                                                                                                            |                             |                               |                                  |                         |                  |           |             | \$47,811    |

CAPITAL IMPROVEMENT PLAN  
REQUEST FORM

CATEGORY Arterial Street

PROJECT Comprehensive Transportation Plan Update

LOCATION City Wide

DESCRIPTION: Update the City's Comprehensive Transportation Plan.

PROJECT NO. 102.114

Project Type:

Council Goals met: 2, 3, 5

Council Objectives met:

Project Status Planning

| EXPENDITURE SCHEDULE           |            |              |            |            |       |       |       |       |       |
|--------------------------------|------------|--------------|------------|------------|-------|-------|-------|-------|-------|
| COST ELEMENTS                  | TOTAL      | FY 07 Actual | FY 08 Est  | FY 09      | FY 10 | FY 11 | FY 12 | FY 13 | FY 14 |
| ADMIN (CITY STAFF)             | \$ 40,802  | \$ 6,802     | \$ 20,000  | \$ 14,000  |       |       |       |       |       |
| CIP PROJ MANAGEMENT            | -          |              |            |            |       |       |       |       |       |
| DESIGN / ENGINEERING           | 206,000    |              | 120,000    | 86,000     |       |       |       |       |       |
| LAND                           |            |              |            |            |       |       |       |       |       |
| BUILDINGS                      |            |              |            |            |       |       |       |       |       |
| IMPROVEMENTS                   |            |              |            |            |       |       |       |       |       |
| INSPECTION                     |            |              |            |            |       |       |       |       |       |
| CONTINGENCY                    |            |              |            |            |       |       |       |       |       |
| SALES TAX                      |            |              |            |            |       |       |       |       |       |
| OTHER (Turning Movement Count) | -          |              |            |            |       |       |       |       |       |
| TOTAL                          | \$ 246,802 | \$ 6,802     | \$ 140,000 | \$ 100,000 | \$ -  | \$ -  | \$ -  | \$ -  | \$ -  |

| FUNDING SOURCES | TOTAL      | FY 07 Actual | FY 08 Est  | FY 09      | FY 10 | FY 11 | FY 12 | FY 13 | FY 14 |
|-----------------|------------|--------------|------------|------------|-------|-------|-------|-------|-------|
| ARTERIAL STREET | \$ 246,802 | \$ 6,802     | \$ 140,000 | 100,000    |       |       |       |       |       |
|                 |            |              |            |            |       |       |       |       |       |
| TOTAL           | \$ 246,802 | \$ 6,802     | \$ 140,000 | \$ 100,000 | \$ -  | \$ -  | \$ -  | \$ -  | \$ -  |



CAPITAL IMPROVEMENT PLAN  
REQUEST FORM

|          |                                          |                         |          |
|----------|------------------------------------------|-------------------------|----------|
| CATEGORY | Arterial Street                          | PROJECT NO.             | 102.114  |
|          |                                          | Project Type:           |          |
| PROJECT  | Comprehensive Transportation Plan Update | Council Goals met:      | 2, 3, 5  |
|          |                                          | Council Objectives met: |          |
| LOCATION | City Wide                                | Project Status          | Planning |

## JUSTIFICATION:

The Comprehensive Transportation Plan (CTP) is a long-range planning document. This document is referenced in the Transportation Element of the City's Comprehensive Plan. Cities are required to adopt and maintain a CTP by the Growth Management Act (GMA). The existing CTP is an update that was adopted in December of 2001. At that time, the document was an update of the original CTP that was prepared in 1992 & 1993. Much of the data used in the update of the CTP was from 1996 - 1998. The GMA requires that the City have a CTP that address transportation issues a minimum of ten years in the future. The analysis in the current CTP looked at transportation needs out to the year 2020 using traffic volumes from 1996 and 1998 - data that now are ten years old.

Therefore, it is time once again to review the City's comprehensive transportation needs.

The study and preparation of the CTP will assure that all major transportation needs have been identified. This includes all modes of transportation; pedestrian, bicycle, vehicle, freight, and transit - including Metro buses and Sound Transit Light Rail. This document is an essential tool for responsible transportation planning, for establishment of policy, and for providing decision making guidance on prioritizing the City's transportation improvement needs, which will cost millions of dollars.

## SCOPE OF WORK:

A significant amount of the work was completed in 2008. The final CTP will be brought before full Council for adoption in early 2009.

## AGENDA ITEM

### BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT:  
Intergovernmental Policies and Positions

ATTACHMENTS:

1. 2009 Adopted Intergovernmental Policies and Positions as amended by the City Council at the January 8, 2009, City Council meeting

FOR AGENDA OF: January 15, 2009

DEPT. OF ORIGIN: Administration

DATE SUBMITTED: January 9, 2009

CLEARANCES:

[ ] \_\_\_\_\_

APPROVED BY CITY MANAGER

FOR SUBMITTAL: 

#### Purpose and Recommendation

The purpose of this agenda item is to allow the City Council to formally adopt the City's Intergovernmental Policies and Positions as amended at the January 8, 2009, City Council meeting.

#### Suggested Motion

"I move to adopt the Intergovernmental Policies and Positions as amended by the City Council."

#### Background and Discussion

At its January 8, 2009, meeting, the City Council reviewed and amended the City's Intergovernmental Policies and Positions. The attached reflects the decisions made by the Council.

The Council also chose to leave item 4.a. as it was presented at the January 8<sup>th</sup> meeting, with the understanding that it would be updated based on the Council's discussion on Passenger Only Ferries, scheduled for the January 15<sup>th</sup> meeting.

#### Alternatives

Council may chose not to adopt the attached intergovernmental relations policies and positions, leaving them as they were before the January 8, 2009 meeting. Council may also chose to pull this item from the

Consent Calendar and change and/ or add policies and positions not addressed in the attached recommendation.

**Financial Impact**

None.

**Recommendation**

Staff recommends that Council adopt the attached intergovernmental policies and positions.

**Concurrence**

None.



## City of Des Moines

### 2009 Intergovernmental Policies and Positions

Deleted: 7

#### A. General Policies

1. Any new, law, regulation, or requirement from the county, state, or federal levels should be matched with ongoing secure sources of revenue sufficient to fund the mandate.
2. Decisions affecting Des Moines are best made at the local level. Therefore, county, state and federal legislation or mandates should not erode or curtail local authority.
3. The City opposes any federal, state or regional actions which reduce the fiscal capacity of the City to provide services to its citizens.

#### B. Intergovernmental Positions

1. Metropolitan King County
  - a. The City supports continued King County funding of regional human service needs from current or future county revenues. Des Moines should remain a provider of local human services.
  - b. Any King County budget or service reductions should treat residents of incorporated and unincorporated areas equally.
  - c. King County Metro should provide the following transit services to Des Moines residents.
    - (1) Existing routes
    - (2) Metro should restore service lost to cutbacks in 2000.
    - (3) Provide looped service to the Woodmont and Redondo areas of Des Moines.
    - (4) Provide Dial-a-Ride service to the citizens of Des Moines.
    - (5) Continue to fund the Access transit program.
    - (6) Institute the planned rapid transit route along Pacific Highway S, to and from the Tukwila Sounder rail station.

(7) Continue to fund the Senior Services Des Moines/Normandy Park Shuttle

- d. The City supports development of the Lake to Sound Trail System in south King County.
- e. The City will participate in the WRIA9 water quality improvement process. Any changes in or new sources of revenue from Des Moines residents to support projects should be subject to City Council review and authorization.
- f. The City of Des Moines supports other suburban cities in their negotiations to have King County fund infrastructure improvements in unincorporated areas prior to annexation. New unincorporated developments should provide urban level improvements such as adequate right-of-way, curb, gutter, underground utilities, etc.
- g. The City supports re-initiation of 24-hour booking at the Regional Detention Center in Kent.
- h. The City opposes re-initiation and expansion of fill mining on Maury Island.
- i. King County should respect previous agreements regarding regional governance.

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2. State of Washington

- a. Des Moines supports additional funding for the planning acquisition, restoration and development of recreational and boating facilities and wildlife habitat.
- b. The City supports additional state funding for local criminal justice needs and training.
- c. Des Moines supports added state funding to meet local and regional transportation maintenance and capacity needs.
- d. The City supports the restoration of historic levels of Public Works Trust Fund and Transportation Improvement Board funds for local government infrastructure projects.
- e. Any electric utility deregulation should not result in increases for local rate payers and should provide for consumer aggregation options for bulk purchases. (This policy also applies at the federal level.)

- f. The City supports tort reform that reduces municipal liability and exposures.
- g. The City opposes legislation that preempts local zoning control.
- h. Des Moines supports legislation that treats City leases of DNR aquatic lands equal to Port leases.
- i. The City opposes personnel and labor relations legislation which diminishes its management rights or mandates additional unfunded programs and benefits. (This policy also applies at the federal level.) Des Moines supports legislation providing civil immunity from reference checks.
- j. The City supports continued improvements to high speed passenger rail travel from Portland to Vancouver, B.C. to reduce dependence on planes and automobiles.
- k. The City supports legislation which would abolish the 1889-1890 right-of-way vacation by operation of law statutes.
- l. The City supports legislation returning to Des Moines at no cost and with no conditions any portions of the SR-509 right-of-way south of South 216<sup>th</sup> Street not used for traffic improvements.
- m. The City opposes any legislation which directly or indirectly aids in the expansion of Sea-Tac International Airport. (This policy also applies at regional and federal levels.)
- n. The City opposes any legislation which reduces the authority of cities to annex territory.
- o. The City opposes legislation which reduces the authority of cities to assume special purpose districts.
- p. The City supports legislation that requires either sponsors of essential public facilities or jurisdictions in which EPF's are located to fully mitigate environmental, social, and economic impacts of the EPF in neighboring impacted jurisdictions.
- q. The City opposes legislation that would reduce municipal control over city streets and rights-of-way.
- r. The City supports legislation to provide cities with permanent full replacement revenues to offset State funding lost due to I-695.
- s. The City supports legislation to elect Port commissioners by district.



- t. The City opposes mandatory requirements for affordable housing, housing growth, and residential density targets.
- u. The City supports legislation clarifying the right of cities to exercise use and zoning powers with respect to gambling activities, including the power to adopt moratoria, interim zoning controls, and prohibit gambling activities.
- v. The City supports legislation or regulation requiring the covering of loads for vehicles hauling dirt, rock, sand, and gravel.
- w. The City supports legislation to increase the local share of municipal court fines and forfeits.
- x. The City supports legislation to allocate surplus LEOFF I pension funds to local government to assist in meeting LEOFF I medical and long term care obligations.
- y. Des Moines supports full state funding for Shoreline Management Plan updates.
- z. The City supports legislation establishing a state process for siting an additional major airport at a location at least 15 miles from SeaTac International Airport and other essential public facilities of a regional nature.
- aa. The City supports legislation and legal appeals that overrule recent Washington Utilities and Transportation Commission decisions regarding city rights-of-way and Puget Sound Energy. Cities should not be required to purchase private easements for utilities and current rules regarding utility relocates and undergrounding should be maintained.
- bb. The City supports investigations into whether or not Streamlined Sales Taxes are being properly collected and remitted to cities into which purchased items are delivered.
- cc. The City supports retention of full local authority to operate municipal courts. Additionally, the City supports the position that cities may contract with another city to provide municipal court services and opposes legislation that would erode or eliminate this ability.
- dd. The City opposes legislation mandating that all municipal court judges be elected and supports the current law that requires election of judges who work more than 35 hours per week.
- ee. The City supports flexible use of Real Estate Excise Taxes.

**Deleted:** legislation with full mitigation to those cities negatively affected by a change to the sourcing rule

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3. Federal

- a. Utility deregulation – see Policy B.2.e.
- b. Airport – see Policy B.2.m.
- c. Personnel – see Policy B.2.i.
- d. The City supports continued Community Development Block Grant funding.
- e. The City opposes legislation that nationalizes cable television and telecommunications franchising, reduces or eliminates cities' ability to manage their rights-of-way, or reduces or eliminates cities' ability to impose franchise fees and utility taxes.
- f. The City supports increasing federal funding of emergency preparedness for local first responders

4. Interjurisdictional and Regional

- a. The City supports the feasibility study of a Puget Sound Waterborne Passenger Transportation System to be integrated with other transportation systems to provide seamless intermodal transitions between bus, light rail, train and airport connections and, to include a ferry dock serving South King County located at the Des Moines Marina.
- b. The City supports a phased approach to the extension of SR-509. Phase I should guarantee completion of the route from I-5 to SR509 and include the following features: the I-5 collector/distributor lanes, a grade-separated interchange at South 200<sup>th</sup> Street, the planned South Access with interchange to SeaTac International Airport, and provisions for 24<sup>th</sup>/28<sup>th</sup> Avenues to continue uninterrupted beneath or over SR-509.
- c. The City supports construction of a bridge over I-5 at South 240<sup>th</sup> Street.
- d. The City supports completion of the higher speed south access route from the SR-509 extension to the south end of the airport during Phase I of the project, to be funded by the Port of Seattle.
- e. The City supports the construction of the 28<sup>th</sup>-24<sup>th</sup> arterial as a separate business access roadway and opposes any interim use of this route for airport south access.

**Deleted:** <B>The City supports a balanced Regional Transportation Improvement District (RTID)/Sound Transit Phase 2 (ST2) package that provides geographic investment sub-area equity throughout the 4-county region ¶

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- f. Des Moines supports the development and implementation of a comprehensive regional and state Emergency Management, Response, and Communication System.
- g. The City supports efforts to reduce King County jail costs and/or to obtain lower cost jail services either from other providers (e.g. Auburn, Fife, Benton County, etc) and, through a cooperative agreement with other King County cities to build a jail facility using the ValleyCom structure or similar model.
- h. The City supports straightening the Kent-Des Moines boundary on Highway 99 south of Kent-Des Moines Road so that Highway 99 would be the dividing boundary between the two cities.
- i. The City generally supports local, state, and regional efforts to proactively improve salmon habitat to avoid imposition of more restrictive and less flexible federal standards and efforts to continually improve and upgrade surface water capital facilities.
- j. The City supports and encourages local water districts to engage in regional and local efforts to ensure adequate future water through conservation and development of new supplies.
- k. The City supports completion of Sound Transit to Tacoma. Phase II should be routed along I-5 adjacent to Des Moines with minimal disruption to Pacific Ridge and should extend at least to Fife.
- l. The City supports retention of local control over its roads.
- m. The City supports interlocal agreements with its neighboring cities to coordinate the collection of traffic impact fees and imposition of appropriate environmental mitigation for development projects near our respective boundaries.
- n. The City supports continued coordination with utility and other special districts to plan for capital improvements within the City limits.

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Adopted by the  
Des Moines City Council  
At an open public meeting  
January 15, 2009,

Deleted: 4, 2007



# A G E N D A I T E M

## BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Draft Ordinance for Speed Limits  
– 2<sup>nd</sup> Reading

AGENDA OF: January 15, 2009

DEPT. OF ORIGIN: Planning, Building  
and Public Works

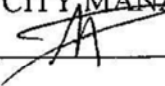
DATE SUBMITTED: January 6, 2009

**ATTACHMENTS:**

1. Draft Ordinance 08-050
2. Speed Limit Ordinance Memo dated November 5, 2008
3. Copy of RCW 46.61.415
4. Copy of Agenda Item dated December 11, 2008
5. Proposed signing for Marina and Beach Park
6. PBPW Draft Ordinance 08-050 with notes

**CLEARANCES:**

[X] Planning, Building & Public Works   
[X] Legal 

APPROVED BY THE CITY MANAGER  
FOR SUBMITTAL: 

**Purpose:**

The purpose of this item is to modify DMMC 10.20.010, DMMC 10.20.020, DMMC 10.20.030, add a new section to chapter 10.20 relating to Beach Park Speed Limit, and modify DMMC 19.08.030 relating to speed limits in parks.

**Suggested Motion:**

"I move to pass Draft Ordinance No. 08-050 modifying DMMC sections 10.20.010, 10.20.020, 10.20.030, and 19.08.030 and creating a new section to chapter 10.20 relating to Beach Park Speed and revising speed limits on certain streets that are located in the City of Des Moines."

**Background:**

Over the past year and a half, Engineering staff has identified several needed changes to the DMMC with respect to a few existing speed limits and performed an engineering study on these subject roadways which including speed data, volume data, accident history data, roadway classification, and compliance with State Law.

Traffic engineering research has determined that speed limits should be established according to the 85<sup>th</sup> percentile of free flowing traffic. This means the limit should be set at a speed that 85 percent of people are driving at or below. Numerous studies have shown that the 85<sup>th</sup> percentile is the safest possible speed limit. It recognizes that most drivers voluntarily adjust their speed to the total roadway/roadside environment (width, alignment, light condition, roadside

development, pedestrian activity, weather, light conditions). It is generally not appropriate to set a limit below the 85<sup>th</sup> percentile to accommodate factors that are obvious to road users. Drivers are already taking these factors into account with their existing speed decisions. Several studies have shown that raising or lowering speed limits by 5 or 10 MPH had only a minor effect on vehicles speeds. Typically the change in actual speeds is about 1 to 1.5 MPH for every 5 MPH change.

Over the past year, with input from the Public Safety and Transportation Committee, the list of recommended road segments was narrowed. Ten roadway segments were then presented to the PS&T Committee on November 6, 2008. The ten segments and proposed changes were as follows:

| Location                                                                                          | Existing Speed Limit | Proposed Speed Limit |
|---------------------------------------------------------------------------------------------------|----------------------|----------------------|
| 1) 16 <sup>th</sup> Ave South – 272 <sup>nd</sup> to Pacific Highway                              | 40                   | 35                   |
| 2) South 272 <sup>nd</sup> St – 16 <sup>th</sup> Ave to Pacific Highway                           | 25                   | 30                   |
| 3) South 250 <sup>th</sup> St – 16 <sup>th</sup> Ave to Marine View Dr                            | 25                   | 30                   |
| 4) 14 <sup>th</sup> Pl S – 16 <sup>th</sup> Ave to Marine View Dr                                 | 25                   | 30                   |
| 5) South 229 <sup>th</sup> /23 <sup>rd</sup> Pl – 19 <sup>th</sup> Ave to 23 <sup>rd</sup> Pl     | 20                   | 25                   |
| 6) 11 <sup>th</sup> Ave South/12 <sup>th</sup> Ave – S. 223 <sup>rd</sup> to S. 230 <sup>th</sup> | 20                   | 25                   |
| 7) Marina Speed Limit                                                                             | 15                   | 20                   |
| 8) Beach Park Speed Limit                                                                         | N/A                  | 20                   |
| 9) South 222 <sup>nd</sup> St – 12 <sup>th</sup> Ave to 16 <sup>th</sup> Ave                      | 30                   | 25                   |
| 10) South 223 <sup>rd</sup> St – 12 <sup>th</sup> Ave to 16 <sup>th</sup> Ave                     | 30                   | 25                   |

The PS&T Committee concurred with the proposed changes to segments 1, 3, 5, and 6. Staff subsequently presented all ten proposed changes on December 11<sup>th</sup> to the City Council. Council concurred with only the proposed changes to segments 1, 3, 5, and 6 and gave direction for staff

to further investigate the speed limit listed in Title 19 of the DMMC. State Law is clear on the 20 MPH minimum speed for public roadways.

Attachment 5 shows how Engineering staff would intend to sign the Marina roadway and the Beach Park roadway using both a 20 MPH regulatory speed limit sign and a shared warning sign for "pedestrians and bikes" with a 15 MPH advisory tab. This approach to signing the roadway allows for consistency with State Law and provides an added warning to the motorists to expect higher concentrations of pedestrians and bicyclists along these roadways.

Based on direction received from the Council during the first reading on Dec. 11<sup>th</sup>, staff has removed segments 2, 4, 9, and 10. The proposed roadway segments for speed limit changes have been modified and are as follows:

**Table 2**

| Road Segment | Location                                                                                       | Existing Speed Limit | Proposed Speed Limit |
|--------------|------------------------------------------------------------------------------------------------|----------------------|----------------------|
| 1            | 16 <sup>th</sup> Ave South – 272 <sup>nd</sup> to Pacific Highway                              | 40                   | 35                   |
| 3            | South 250 <sup>th</sup> /251 <sup>st</sup> St – 16 <sup>th</sup> Ave to Marine View Dr.        | 25                   | 30                   |
| 5            | South 229 <sup>th</sup> /23 <sup>rd</sup> Pl – 19 <sup>th</sup> Ave to 23 <sup>rd</sup> Pl     | 20                   | 25                   |
| 6            | 11 <sup>th</sup> Ave South/12 <sup>th</sup> Ave – S. 223 <sup>rd</sup> to S. 230 <sup>th</sup> | 20                   | 25                   |
| 7            | Marina Speed Limit                                                                             | 15                   | 20                   |
| 8            | Beach Park Speed Limit                                                                         | N/A                  | 20                   |

**Financial Impact:**

Negligible

**Recommendation:**

Engineering Staff recommends suggested motion.



ENGINEERING'S SECOND DRAFT 12/29/2008  
ENGINEERING'S FIRST DRAFT 12/11/2008

DRAFT ORDINANCE NO. 08-050

AN ORDINANCE OF THE CITY OF DES MOINES, WASHINGTON relating to the traffic and parks and recreation codes, amending DMMC 10.20.010, DMMC 10.20.020, DMMC 10.20.030, adding a new section to chapter 10.20 DMMC relating to Beach Park speed, amending DMMC 19.08.030, and revising speed limits on certain streets that are located in the City of Des Moines.

WHEREAS, RCW 46.61.400 sets the maximum speed limit for City streets at twenty-five (25) miles per hour and for state highways at sixty (60) miles per hour, and

WHEREAS, RCW 46.61.415 provides the authority and circumstances under which cities may alter these speed limits, and

WHEREAS, the City Council of the City of Des Moines finds that on the basis of an engineering and traffic investigation conducted by the Planning, Building, and Public Works Department, speed limits contained in this ordinance are reasonable and safe maximum limits and should be established; now therefore,

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

Sec. 1. DMMC 10.20.010 and section 3(14) of Ordinance No. 451 as amended by section 1 of Ordinance No. 677 as amended by section 1 of Ordinance No. 707 as amended by section 1 of Ordinance No. 981, formerly DMMC 10.04.060, as amended by section 12(3) of Ordinance No. 1053, as amended by section 1 of Ordinance No. 1054, as amended by section 1 of Ordinance No. 1142, as amended by section 1 of Ordinance No. 1177, as amended by section 1 of Ordinance No. 1184, as amended by section 1 of Ordinance No. 1342 are each amended to read as follows:

Increasing speed limits in certain zones. It is determined upon the basis of an engineering and traffic investigation that the 25 miles per hour speed limit permitted by state law for city streets is less than is reasonable and safe for operation of vehicles on the following streets or highways. The speed limit shall be as set forth in this section on those streets or highways or parts of streets or highways designated in this section at

all times when signs are erected giving notice thereof:

| Name of Street                                                                   | Speed Limit<br>(Miles per Hour) |
|----------------------------------------------------------------------------------|---------------------------------|
| 24th Avenue South from South 208th Street to SR 516 (Kent-Des Moines Road)       | 30                              |
| 20th Avenue South from SR 516 (Kent-Des Moines Road) to South 240th Street       | 30                              |
| 16th Avenue South from South 220th Street to SR 516 (Kent-Des Moines Road)       | 30                              |
| 7th Avenue South from Marine View Drive South to South 227th Street              | 30                              |
| 8th Avenue South from South 194th Street to South 200th Street                   | 30                              |
| South 222nd Street from SR 99 (Pacific Highway South) to 12th Avenue South       | 30                              |
| South 223rd Street from 24th Avenue South to 12th Avenue South                   | 30                              |
| South 227th Street from Marine View Drive South to 7th Avenue South              | 30                              |
| <u>South 250th Street from 16th Avenue South to 13th Avenue South</u>            | <u>30</u>                       |
| <u>South 251st Street from 13th Avenue South to Marine View Drive</u>            | <u>30</u>                       |
| South 216th Street from I 5 to <del>13th</del> 11th Avenue South                 | 35                              |
| South 240th Street from SR 99 (Pacific Highway South) to Marine View Drive South | 35                              |
| Des Moines Memorial Drive from South 208th Street to SR 509                      |                                 |

|                                                                                                                                            |               |
|--------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| (Marine View Drive South)                                                                                                                  | 35            |
| Marine View Drive from South 252nd<br>Street to Woodmont Drive                                                                             | 35            |
| Woodmont Drive from Marine View<br>Drive to 16th Avenue South                                                                              | 35            |
| South 260th Street from 16th Avenue<br>South to SR 99 (Pacific Highway South)                                                              | 35            |
| 16th Avenue South from SR 516<br>(Kent-Des Moines Road) to<br><del>South 272nd Street</del> <u>SR 99 (Pacific</u><br><u>Highway South)</u> | 35            |
| <del>16th Avenue South from South 272<sup>nd</sup></del><br><del>Street to South 279<sup>th</sup> Street</del>                             | <del>40</del> |
| <del>South 216th Street from 13th Avenue</del><br><del>South to 11<sup>th</sup> Avenue South</del>                                         | <del>35</del> |
| Marine View Drive South from SR 516<br>(Kent-Des Moines Road) to South 252 <sup>nd</sup><br>Street                                         | 35            |

**Sec. 2.** DMMC 10.20.020 and section 3(15) of Ordinance No. 451 as amended by section 1 of Ordinance No. 470 as amended by section 1 of Ordinance No. 509 as amended by section 1 574 as amended by section 2 of Ordinance No. 677, as amended by section 1 of Ordinance 694 as amended by section 2 of Ordinance 981 formerly DMMC 10.04.070, as amended by section 12(4) of Ordinance No. 1053, as amended by section 2 of Ordinance No. 1342 are each amended to read as follows:

**Decreasing speed limits in certain zones.** It is determined upon the basis of an engineering and traffic investigation that the 25 miles per hour speed limit permitted by state law for City streets and the 60 miles per hour speed limit permitted by state law for state highways is greater than is reasonable and safe for operation of vehicles on the following streets or highways. The speed limit shall be as set forth in this section on those streets or highways or parts of streets or highways



designated in this section at all times when signs are erected giving notice thereof:

| Name of Street                                                                                                                            | Speed Limit<br>(Miles Per Hour) |
|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| <del>South 229th Street from 19th Avenue South to 23rd Place South</del>                                                                  | <del>20</del>                   |
| <del>23rd Place South from South 229th Street to South 228th Street</del>                                                                 | <del>20</del>                   |
| <del>South 228th Street from 23rd Place South to 24th Avenue South</del>                                                                  | <del>20</del>                   |
| <del>11th Avenue South from South 223rd Street to South 224th Street</del>                                                                | <del>20</del>                   |
| <del>South 224th Street from 11th Avenue South to 12th Avenue South</del>                                                                 | <del>20</del>                   |
| <del>12th Avenue South from South 224th Street to South 230th Street</del>                                                                | <del>20</del>                   |
| SR 509 (Marine View Drive South/South 216th Street) from the intersection with Des Moines Memorial Drive to SR 516 (Kent-Des Moines Road) | 30                              |
| SR 516 (Kent-Des Moines Road) from SR 509 (Marine View Drive South) to I 5                                                                | 35                              |
| SR 99 (Pacific Highway South) from SR 516 (Kent-Des Moines Road) at M.P. 15.49 to South 216th Street at M.P. 16.52                        | 45                              |

**Sec. 3.** DMMC 10.20.030 and section 9 of Ordinance No. 1053 are amended to read as follows:

**Marina speed limit.** The maximum speed limit in the Des Moines Marina is ~~15~~ 20 miles per hour when signs are erected giving notice of such speed limit.

**NEW SECTION. Sec. 4.** A new section is added to chapter 10.20 DMMC to read as follows:

**Beach Park speed limit.** The maximum speed limit in the Des Moines Beach Park is 20 miles per hour when signs are erected giving notice of such speed limit.

**Sec. 5.** DMMC 19.08.030(10) and section 3(J) of Ordinance No. 758 as amended by section 1(10) of Ordinance No. 1030 are each amended to read as follows:

(10) No person shall ride or drive a bicycle, tricycle, motorcycle, motor vehicle, horse, or pony over or through a park except along and upon the park drives, parkways, park boulevards; or at a speed in excess of ~~15~~ 20 miles per hour; or stand or park a vehicle, except in designated areas or in accordance with signs, striping, or other methods that make clear the appropriate method or manner of parking. Improperly parked vehicles are subject to impound, where signs to that effect are posted. All ways open to the use of the public for purposes of vehicular travel shall be considered public highways for purposes of enforcement of Title 10 DMMC.

**NEW SECTION. Sec. 6. Codification.** Section 4 of this ordinance shall be codified as a new section in chapter 10.20 DMMC of Title 10.

**NEW SECTION. Sec. 7. 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.

**NEW SECTION. Sec. 8. Effective date.** This ordinance shall take effect and be in full force thirty (30) days after its passage and approval in accordance with law.

Ordinance No. \_\_\_\_\_  
Page 6 of \_\_\_\_\_

**PASSED BY** the City Council of the City of Des Moines this  
\_\_\_\_ day of \_\_\_\_\_, 2009 and signed in authentication thereof  
this \_\_\_\_ day of \_\_\_\_\_, 2009.

\_\_\_\_\_  
M A Y O R

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

ATTEST:

\_\_\_\_\_  
City Clerk

Published: \_\_\_\_\_

Effective Date: \_\_\_\_\_

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## Transportation Engineering

**DATE:** November 5, 2008  
**TO:** Daniel J. Brewer, P.E., Assistant Director  
**FROM:** R. Brandon Carver, P.E., P.T.O.E., Associate Transportation Engineer  
**SUBJECT:** Speed Limit Ordinance

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The Basic Speed Law as stated in the Revised Code of Washington (RCW) Section 46.61.400 states that:

"No person shall drive a vehicle on a highway at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing."

A commitment to establishing reasonable speed limits is the foundation of the nationally recognized Basic Speed law. This law focuses on the responsibility of drivers to modify their driving behavior in response to changes in roadway conditions.

State law allows cities to set standard speed limits for roads where no limit is posted. The City of Des Moines has set the standard limit at 25 Miles Per Hour (MPH), unless posted otherwise (DMMC 10.20.010). The speed limit for local roads is set at 25 MPH. Higher speed limits for arterials are determined through traffic investigations. Each arterial classification has a range of speed that is assigned on an individual basis. Major arterials tend to have a higher range of speed while collector arterials have a lower range of speed.

Within the established ranges, several factors determine the actual speed limit on a particular road. These factors include road surface and shoulder characteristics, grade, curves, sight distance, the 85<sup>th</sup> percentile speed, influence of driveways, side streets, and adjacent land uses along the road, and reported accident experience. Ultimately the City Council establishes the legal speed limits by ordinance, based on engineering recommendations.

The Manual on Uniform Traffic Control Devices (MUTCD) requires that the speed limit be established at the 85<sup>th</sup> percentile of traveled speeds on the roadway. The 85<sup>th</sup> percentile speed is the speed at which 85 percent of the vehicles are traveling at or below.

In September 2007 traffic volume and speed data was collected at several locations. This data was collected by TRAFFICOUNT, INC. Speed data for 12<sup>th</sup> Avenue South and South 229<sup>th</sup> St and was collected by City staff in October of 2008.

**Table 1**  
**Traffic Volume Data**  
(Vehicles Per Day)

|                                                        | Northbound | Southbound | Total ADT |
|--------------------------------------------------------|------------|------------|-----------|
| 16 <sup>th</sup> Ave. S. s/o S. 272 <sup>nd</sup> St.  | 1828       | 2046       | 3874      |
| 14 <sup>th</sup> Place S. w/o 16 <sup>th</sup> Ave. S. | 1253       | 1198       | 2451      |
|                                                        |            |            |           |
|                                                        | Eastbound  | Westbound  | Total ADT |
| S. 272 <sup>nd</sup> St. e/o 16 <sup>th</sup> Ave. S.  | 6574       | 5664       | 12238     |
| S. 250 <sup>th</sup> St. w/o 16 <sup>th</sup> Ave. S.  | 1432       | 2501       | 3933      |

**Table 2**  
**Speed Data**  
(MPH)

| <b>16<sup>th</sup> Ave. S. s/o S. 272<sup>nd</sup> St</b> | Northbound | Southbound |
|-----------------------------------------------------------|------------|------------|
| Average Speed                                             | 33         | 33         |
| 85 <sup>th</sup> Percentile Speed                         | 39         | 39         |
| 95 <sup>th</sup> Percentile Speed                         | 44         | 43         |

| <b>14<sup>th</sup> Place S. w/o 16<sup>th</sup> Ave S.</b> | Northbound | Southbound |
|------------------------------------------------------------|------------|------------|
| Average Speed                                              | 31         | 31         |
| 85 <sup>th</sup> Percentile Speed                          | 35         | 35         |
| 95 <sup>th</sup> Percentile Speed                          | 39         | 39         |

| <b>S. 272<sup>nd</sup> St. e/o 16<sup>th</sup> Ave S.</b> | Eastbound | Westbound |
|-----------------------------------------------------------|-----------|-----------|
| Average Speed                                             | 28        | 29        |
| 85 <sup>th</sup> Percentile Speed                         | 34        | 35        |
| 95 <sup>th</sup> Percentile Speed                         | 38        | 39        |

| <b>S. 250<sup>th</sup> St. w/o 16<sup>th</sup> Ave S.</b> | Eastbound | Westbound |
|-----------------------------------------------------------|-----------|-----------|
| Average Speed                                             | 28        | 26        |
| 85 <sup>th</sup> Percentile Speed                         | 33        | 30        |
| 95 <sup>th</sup> Percentile Speed                         | 35        | 34        |



| <b>12<sup>th</sup> Ave S. s/o 226<sup>th</sup> St.</b> | Northbound | Southbound |
|--------------------------------------------------------|------------|------------|
| Average Speed                                          | 19         | 20         |
| 85 <sup>th</sup> Percentile Speed                      | 25         | 26         |
| 95 <sup>th</sup> Percentile Speed                      | 29         | 30         |

| <b>S. 229<sup>th</sup> St. e/o 21<sup>st</sup> Ave S.</b> | Eastbound | Westbound |
|-----------------------------------------------------------|-----------|-----------|
| Average Speed                                             | 24        | 22        |
| 85 <sup>th</sup> Percentile Speed                         | 29        | 27        |
| 95 <sup>th</sup> Percentile Speed                         | 32        | 30        |

### **Arterials and Neighborhood collectors**

#### **16<sup>th</sup> Ave S. s/o S. 272<sup>nd</sup> St**

16<sup>th</sup> Avenue South between South 272<sup>nd</sup> Street and Pacific Highway South is classified as a Principle arterial, and currently has a posted speed limit of 40 MPH. This section of 16<sup>th</sup> Avenue South is generally flat, and there is some horizontal curvature near its intersection with Pacific Highway South. There are a couple of local streets that connect to this section of 16<sup>th</sup> Avenue South. Although there are a few residential homes with direct lot access to 16<sup>th</sup> Avenue South, most of the accesses are from commercial land uses.

This section of 16<sup>th</sup> Avenue South is the only street within the City Limits that has a posted speed limit higher than 35 M.P.H. with the exception of Pacific Highway South. 16<sup>th</sup> Avenue South to the north is 35 M.P.H. all the way to Kent-Des Moines Road.

Between 2005 and 2007, there was one reported accident in this portion of 16<sup>th</sup> Ave S.

#### **14<sup>th</sup> Pl S. w/o 16<sup>th</sup> Ave S.**

14<sup>th</sup> Place South west of 16<sup>th</sup> Avenue South is classified as a neighborhood collector and currently has a posted speed limit of 25 MPH. This roadway is relatively flat with a horizontal curve that is posted with an advisory tab of 20 MPH through the curve. 14<sup>th</sup> Place South turns into S. 258<sup>th</sup> St as it continues to the west. This roadway serves to connect Marine View Dr with 16<sup>th</sup> Ave S.

Between 2005 and 2007, there were no reported accidents on 14<sup>th</sup> Pl S. or S. 258<sup>th</sup> St between 16<sup>th</sup> Ave S. and Marine View Drive.

#### **S. 272<sup>nd</sup> St e/o 16<sup>th</sup> Ave S.**

S. 272<sup>nd</sup> St east of 16<sup>th</sup> Avenue South is classified as a Principle arterial, and currently has a posted speed limit of 25 MPH. This section of S. 272<sup>nd</sup> Street is relatively flat and provides a main connection between Pacific Highway South and 16<sup>th</sup> Avenue South. This section of S. 272<sup>nd</sup> Street serves the Safeway Shopping center on the north side and a mobile home park on the south side.



The section of S. 272<sup>nd</sup> Street between 16<sup>th</sup> Ave South and Pacific Highway South has experienced 30 accidents from 2005 -2007. The majority of these accidents are related to vehicles making left turns exiting out of the two commercial driveways on the north side of South 272<sup>nd</sup> St not related to the posted speed limit. The volume on S. 272 St is over 12,000 vehicles per day. The current 85<sup>th</sup> percentile speeds are approximately 10 MPH over the posted speed limit.

**S. 250<sup>th</sup> St w/o 16<sup>th</sup> Ave S.**

South 250<sup>th</sup> Street west of 16<sup>th</sup> Avenue South is classified as a neighborhood collector and currently has a posted speed limit of 25 MPH. This roadway is relatively flat with a horizontal reverse curve. This roadway serves to connect Marine View Dr with 16<sup>th</sup> Ave S. There exists a paved shoulder on the north side as well as sidewalks on both sides of S. 250<sup>th</sup> St in a portion of this roadway.

Between 2005 and 2007, there were no reported accidents on S. 250<sup>th</sup> Street between 16<sup>th</sup> Ave S. and Marine View Drive.

**S. 222<sup>nd</sup> Street between 12<sup>th</sup> Ave S and 16<sup>th</sup> Ave S**

Currently South 222<sup>nd</sup> St changes from 30 M.P.H. to 25 M.P.H. at 12<sup>th</sup> Avenue South. 12<sup>th</sup> Avenue is located at the bottom of a vertical sag curve. Moving the change to 16<sup>th</sup> Avenue would bring the speed limit change to near the crest of the hill as well as make the change occur at the intersection of two arterials which is more consistent with traffic engineering principles.

**S. 223<sup>rd</sup> Street between 12<sup>th</sup> Ave S and 16<sup>th</sup> Ave S**

Currently South 223<sup>rd</sup> St changes from 30 M.P.H. to 25 M.P.H. at 12<sup>th</sup> Avenue South. 12<sup>th</sup> Avenue is located at the bottom of a vertical sag curve. Moving the change to 16<sup>th</sup> Avenue would bring the speed limit change to near the crest of the hill as well as make the change occur at the intersection of two arterials.

**Non-arterials**

**S. 229<sup>th</sup> St. between 19<sup>th</sup> Ave S. and 23<sup>rd</sup> Pl. S.**

**23<sup>rd</sup> Pl. S. between S. 229<sup>th</sup> St and S. 228<sup>th</sup> St.**

**S. 228<sup>th</sup> St. between 23<sup>rd</sup> Pl. S. and 24<sup>th</sup> Ave S.**

These three streets are near but not adjacent to Mt. Rainier High School and Pacific Middle School. They are local streets and should be posted 25 mph, consistent with local roads within the City of Des Moines. Approximately 4 years ago, a speed hump was installed on S. 229<sup>th</sup> St with a 15 mph advisory tab. Additionally, a 20 mph school speed zone begins approximately 100 feet west of 23<sup>rd</sup> Pl S and continues on 23<sup>rd</sup> Pl and then onto S. 228<sup>th</sup> St. Speeds were measured during the week of October 27<sup>th</sup>, 2008. Results showed 85<sup>th</sup> percentile speeds to be between 27 and 29 mph.



11<sup>th</sup> Ave S. between S. 223<sup>rd</sup> St and S. 224<sup>th</sup> St.  
S. 224<sup>th</sup> St. between 11<sup>th</sup> Ave S. and 12<sup>th</sup> Ave S.  
12<sup>th</sup> Ave S. between S. 224<sup>th</sup> St and S. 230<sup>th</sup> St.

These three streets make a connection between S. 223<sup>rd</sup> St and S. 230<sup>th</sup> St. This roadway is classified as a local road. There is a sharp reverse turn at the north end of this section of roadway as well as a narrowed roadway surface through the reverse turn. Speeds were measured during the week of October 27<sup>th</sup>, 2008. Results showed the 85<sup>th</sup> percentile speeds to be between 25 and 26 mph.

Transportation Engineering Services is planning to evaluate and study the current curve warning signage and verify the appropriate advisory speed tab is also in place. In addition, a "Road Narrows" sign is going to be placed for the northbound direction.

20 MPH speed zones are typically reserved for school zone areas and on roadways within parks.

#### **Marina Speed Limit**

State Law states in RCW 46.61.415(c) that the local authority may determine and declare a reasonable and safe maximum limit thereon which decreases the limit but not to less than twenty miles per hour. The current speed limit in the Des Moines Marina is 15 miles per hour. The 15 MPH speed limit is not consistent with State Law.

#### **Beach Park Speed Limit**

State Law states in RCW 46.61.415(c) that the local authority may determine and declare a reasonable and safe maximum limit thereon which decreases the limit but not to less than twenty miles per hour. There is no current speed limit stated in the Des Moines Municipal Code.

#### **Conclusions**

It is important to establish realistic Speed Zones. Realistic speed zones preserve uniformity of speed which reduces the possibility of conflict between faster and slower drivers and provides a higher level of safety. Uniformity of speed maintains consistency in traffic gaps and allows pedestrians and crossing traffic to more accurately judge the speed of oncoming vehicles. Realistic speed zones provide law enforcement an effective enforcement tool by distinctly separating violators from the reasonable majority. Citizens are more supportive of enforcement of reasonable regulations. Additionally, 20 MPH speed zones should be reserved for school zones and park roadways.

It is important to point out some common misconceptions about speed limit signs. Speed limit signs do not influence traffic behavior to the extent that people commonly assume. For example:

- Speed limit signs don't slow the speed of traffic.
- Speed limit signs don't decrease the accident rate, nor increase safety.



- Higher posted speed limits don't cause higher traffic speeds than un-posted limits.
- Posted speed limits don't ensure a safer roadway environment than un-posted limits.
- Lowering the posted speed limit 5 MPH will not result in a reduction of observed speeds of 5 MPH.

In fact, studies have shown that most drivers will drive the speed suggested by roadway and traffic conditions regardless of the posted speed limit.

### **Recommendations**

Based on the facts outlined within this memorandum, I recommend the following changes:

- 16<sup>th</sup> Ave. S. between S. 272<sup>nd</sup> St and Pacific Highway South
  - Reduce from 40 M.P.H. to 35 M.P.H.
- South 272<sup>nd</sup> Street between Pacific Highway South and 16<sup>th</sup> Ave. S.
  - Increase from 25 M.P.H. to 30 M.P.H.
- South 250<sup>th</sup> Street between 16<sup>th</sup> Ave. S. and Marine View Dr. S.
  - Increase from 25 M.P.H. to 30 M.P.H.
- 14<sup>th</sup> Pl S. between 16<sup>th</sup> Ave. S. and Marine View Dr. S.
  - Increase from 25 M.P.H. to 30 M.P.H.
- South 222<sup>nd</sup> Street west of 16<sup>th</sup> Ave. S.
  - Adjust the existing 25 M.P.H. zone to 16<sup>th</sup> Ave. S.
- South 223<sup>rd</sup> Street west of 16<sup>th</sup> Ave. S.
  - Adjust the existing 25 M.P.H. zone to 16<sup>th</sup> Ave. S.
- South 229<sup>th</sup> Street between 19<sup>th</sup> Ave S and 23<sup>rd</sup> Pl S.
  - Increase from 20 M.P.H. to 25 M.P.H.
- South 23<sup>rd</sup> Pl. Street between S. 229<sup>th</sup> St and S. 228<sup>th</sup> St
  - Increase from 20 M.P.H. to 25 M.P.H.
- South 228<sup>th</sup> Street between 23<sup>rd</sup> Pl. S. and 24<sup>th</sup> Ave S.
  - Increase from 20 M.P.H. to 25 M.P.H.
- 11<sup>th</sup> Avenue South between S. 223<sup>rd</sup> St. and S. 224<sup>th</sup> St
  - Increase from 20 M.P.H. to 25 M.P.H.
- South 224<sup>th</sup> Street between 11<sup>th</sup> Ave S. and 12<sup>th</sup> Ave S.
  - Increase from 20 M.P.H. to 25 M.P.H.
- 12<sup>th</sup> Avenue South between S. 224<sup>th</sup> St. and S. 230<sup>th</sup> St
  - Increase from 20 M.P.H. to 25 M.P.H.
- Marina Speed Limit
  - Increase from 15 M.P.H. to 20 M.P.H.
- Beach Park Speed Limit
  - Codify the maximum speed limit as 20 M.P.H.



**RCW 46.61.415****When local authorities may alter maximum limits.**

(1) Whenever local authorities in their respective jurisdictions determine on the basis of an engineering and traffic investigation that the maximum speed permitted under RCW 46.61.400 or 46.61.440 is greater or less than is reasonable and safe under the conditions found to exist upon a highway or part of a highway, the local authority may determine and declare a reasonable and safe maximum limit thereon which

- (a) Decreases the limit at intersections; or
- (b) Increases the limit but not to more than sixty miles per hour; or
- (c) Decreases the limit but not to less than twenty miles per hour.

(2) Local authorities in their respective jurisdictions shall determine by an engineering and traffic investigation the proper maximum speed for all arterial streets and shall declare a reasonable and safe maximum limit thereon which may be greater or less than the maximum speed permitted under RCW 46.61.400(2) but shall not exceed sixty miles per hour.

(3) The secretary of transportation is authorized to establish speed limits on county roads and city and town streets as shall be necessary to conform with any federal requirements which are a prescribed condition for the allocation of federal funds to the state.

(4) Any altered limit established as hereinbefore authorized shall be effective when appropriate signs giving notice thereof are erected. Such maximum speed limit may be declared to be effective at all times or at such times as are indicated upon such signs; and differing limits may be established for different times of day, different types of vehicles, varying weather conditions, and other factors bearing on safe speeds, which shall be effective when posted upon appropriate fixed or variable signs.

(5) Any alteration of maximum limits on state highways within incorporated cities or towns by local authorities shall not be effective until such alteration has been approved by the secretary of transportation.

[1977 ex.s. c 151 § 36; 1974 ex.s. c 103 § 3; 1963 c 16 § 4. Formerly RCW 46.48.014.]

**Notes:**

**Federal requirements -- Severability -- 1977 ex.s. c 151:** See RCW 47.98.070 and 47.98.080.

# A G E N D A   I T E M

## BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Amending Speed Limits—  
1<sup>st</sup> Reading

AGENDA OF: December 11, 2008

DEPT. OF ORIGIN: Planning, Building  
& Public Works

DATE SUBMITTED: December 1, 2008

ATTACHMENTS:

1. Draft Ordinance 08-050
2. Speed Limit Ordinance Memo dated November 5<sup>th</sup>, 2008
3. Copy of RCW 46.61.415

CLEARANCES:

[X] Planning, Building & Public Works *WA*  
[X] Legal *JB*

APPROVED BY THE CITY MANAGER  
FOR SUBMITTAL: *[Signature]*

Purpose:

The purpose of this item is to modify DMMC 10.20.010, DMMC 10.20.020, and DMMC 10.20.030 relating to speed limits, and add a new speed limit section to chapter 10.20 relating to Beach Park.

Alternative Motions:

Motion 1: "I move to pass Draft Ordinance No. 08-050 amending DMMC 10.20.010, 10.20.020, and 10.20.030, creating a new section in chapter 10.20 DMMC relating to Beach Park Speed, and revising speed limits on certain streets that are located in the City of Des Moines, to a second reading on a future Council agenda"

or

Motion 2A: "I move to suspend City Council Rule 26(b), allowing adoption of Draft Ordinance No. 08-050 on 1<sup>st</sup> reading."

Motion 2B: "I move to adopt Draft Ordinance No. 08-050 amending DMMC 10.20.010, 10.20.020, and 10.20.030, creating a new section in chapter 10.20 DMMC relating to Beach Park Speed, and revising speed limits on certain streets that are located in the City of Des Moines."



**Background:**

The City's Traffic Engineer has identified 10 needed changes to the DMMC with respect to existing speed limits on City roadways. Over the last 18 months, staff completed the required traffic engineering studies on these roadways which including speed data, volume data, accident history data, roadway classification, and compliance with State Law.

Traffic engineering research has determined that speed limits should be established according to the 85<sup>th</sup> percentile of free flowing traffic provided there are no other traffic safety considerations. This means the limit should be set at a speed that 85 percent of people are driving at or below. Numerous studies have shown that the 85<sup>th</sup> percentile is the safest possible speed limit. It recognizes that most drivers voluntarily adjust their speed to the total roadway/roadside environment (width, alignment, light condition, roadside development, pedestrian activity, weather, light conditions). It is not appropriate to set a limit below the 85<sup>th</sup> percentile to accommodate factors that are obvious to road users. Drivers are already taking these factors into account with their existing speed decisions. Several studies have shown that raising or lowering speed limits by 5 or 10 MPH had only a minor effect on vehicles speeds. Typically the change in actual speeds is about 1 to 1.5 MPH for every 5 MPH change.

Over the past year, with input from the Public Safety and Transportation (PS&T) Committee, the list of recommended road segments was narrowed. Ten roadway segments were then presented to the PS&T committee on November 6<sup>th</sup>, 2008. The ten segments and proposed changes were as follows:

| Location                                                                                          | Existing Speed Limit | Proposed Speed Limit |
|---------------------------------------------------------------------------------------------------|----------------------|----------------------|
| 1) 16 <sup>th</sup> Ave South – 272 <sup>nd</sup> to Pacific Highway                              | 40                   | 35                   |
| 2) South 272 <sup>nd</sup> St – 16 <sup>th</sup> Ave to Pacific Highway                           | 25                   | 30                   |
| 3) South 250 <sup>th</sup> St – 16 <sup>th</sup> Ave to Marine View Dr                            | 25                   | 30                   |
| 4) 14 <sup>th</sup> Pl S – 16 <sup>th</sup> Ave to Marine View Dr                                 | 25                   | 30                   |
| 5) South 229 <sup>th</sup> /23 <sup>rd</sup> Pl – 19 <sup>th</sup> Ave to 23 <sup>rd</sup> Pl     | 20                   | 25                   |
| 6) 11 <sup>th</sup> Ave South/12 <sup>th</sup> Ave – S. 223 <sup>rd</sup> to S. 230 <sup>th</sup> | 20                   | 25                   |
| 7) Marina Speed Limit                                                                             | 15                   | 20                   |
| 8) Beach Park Speed Limit                                                                         | N/A                  | 20                   |
| 9) South 222 <sup>nd</sup> St – 12 <sup>th</sup> Ave to 16 <sup>th</sup> Ave                      | 30                   | 25                   |
| 10) South 223 <sup>rd</sup> St – 12 <sup>th</sup> Ave to 16 <sup>th</sup> Ave                     | 30                   | 25                   |



**Discussion:**

The PS&T Committee concurred with the proposed changes to segments 1, 3, 5, and 6.

- Regarding segment 2, the Committee felt that congestion, traffic turning left out of the shopping center lot and the relatively short distance between Pacific Highway South and 16<sup>th</sup> Avenue South justified keeping the lower speed limits. The City Traffic Engineer does not agree, and the speed data does not support the Committee's position.
- Regarding segment 4, the Committee felt the lack of sidewalks and open ditches justified keeping the existing lower speed limit. The City Traffic Engineer does not agree, and the traffic data does not support the Committee's position.
- Regarding segments 7 and 8, staff offered that RCW 46.61.415 (1)(c) specifically limits local authorities from decreasing maximum speed limits to not less than 20 MPH, whereas the Committee wanted to maintain the 15 MPH limits for Dock Street and the Beach Park. The City Traffic Engineer and City Attorney do not agree and recommend 20 MPH to be consistent with State Law.
- Regarding segment 9 and 10, the Committee preferred to leave the speed limit at 30 MPH rather than lowering it to 25 MPH as staff recommended. However, it is not good traffic engineering practice to change a speed limit at the bottom of a hill, and the standard practice is to post revisions as often as possible near intersections.

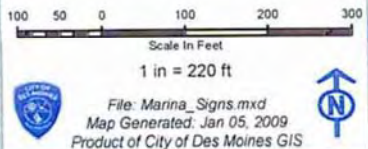
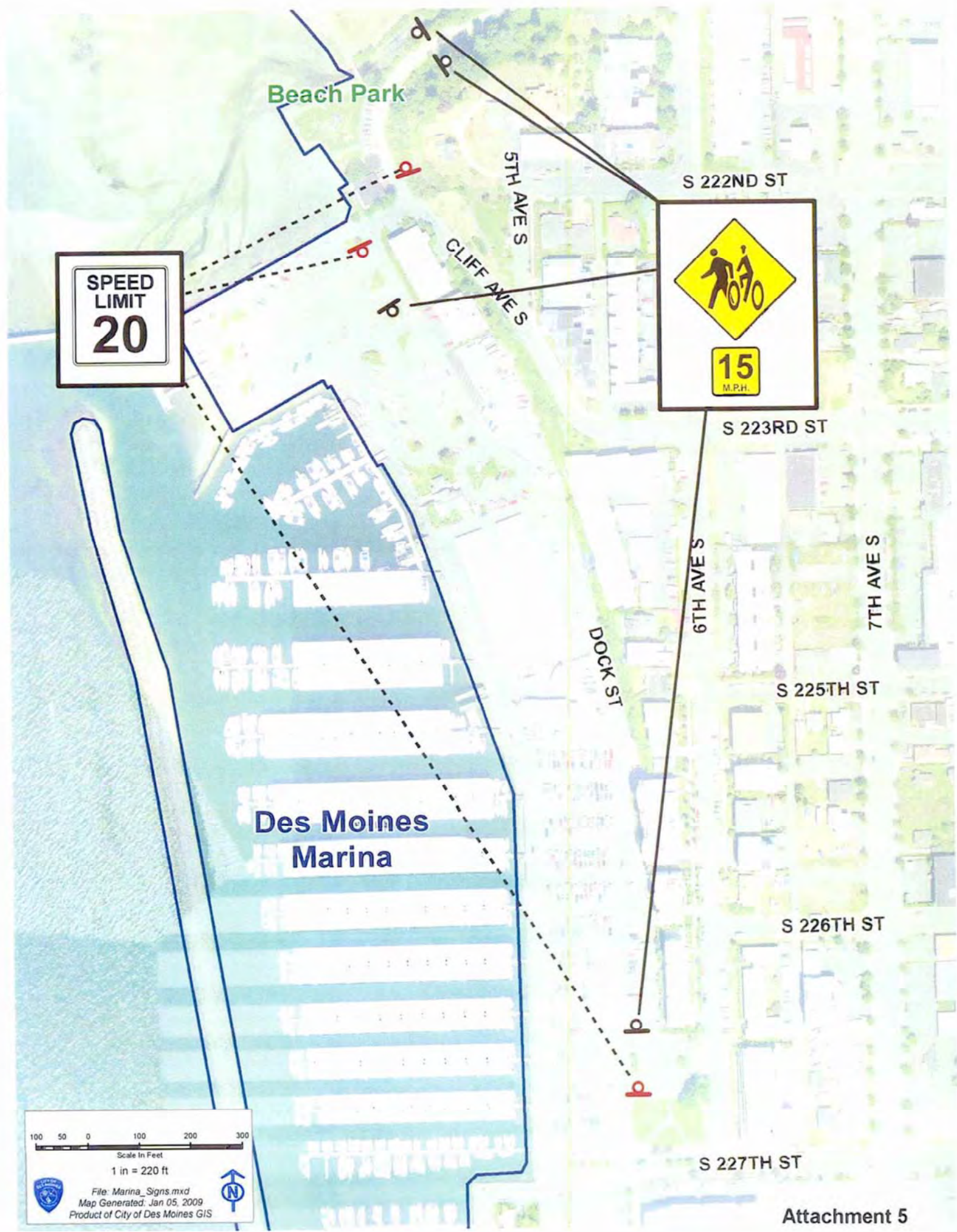
**Financial Impact:**

Negligible.

**Recommendation:**

Administration recommends Council approve the ordinance with the ten speed limit changes listed above.





File: Marina\_Signs.mxd  
Map Generated: Jan 05, 2009  
Product of City of Des Moines GIS

PBPW WORKING DRAFT  
WITH NOTES

ENGINEERING'S SECOND DRAFT 12/29/2008  
ENGINEERING'S FIRST DRAFT 12/11/2008

DRAFT ORDINANCE NO. 08-050

AN ORDINANCE OF THE CITY OF DES MOINES, WASHINGTON relating to the traffic and parks and recreation codes, amending DMMC 10.20.010, DMMC 10.20.020, DMMC 10.20.030, adding a new section to chapter 10.20 DMMC relating to Beach Park speed, amending DMMC 19.08.030, and revising speed limits on certain streets that are located in the City of Des Moines.

WHEREAS, RCW 46.61.400 sets the maximum speed limit for City streets at twenty-five (25) miles per hour and for state highways at sixty (60) miles per hour, and

WHEREAS, RCW 46.61.415 provides the authority and circumstances under which cities may alter these speed limits, and

WHEREAS, the City Council of the City of Des Moines finds that on the basis of an engineering and traffic investigation conducted by the Planning, Building, and Public Works Department, speed limits contained in this ordinance are reasonable and safe maximum limits and should be established; now therefore,

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

Sec. 1. DMMC 10.20.010 and section 3(14) of Ordinance No. 451 as amended by section 1 of Ordinance No. 677 as amended by section 1 of Ordinance No. 707 as amended by section 1 of Ordinance No. 981, formerly DMMC 10.04.060, as amended by section 12(3) of Ordinance No. 1053, as amended by section 1 of Ordinance No. 1054, as amended by section 1 of Ordinance No. 1142, as amended by section 1 of Ordinance No. 1177, as amended by section 1 of Ordinance No. 1184, as amended by section 1 of Ordinance No. 1342 are each amended to read as follows:

**Increasing speed limits in certain zones.** It is determined upon the basis of an engineering and traffic investigation that the 25 miles per hour speed limit permitted by state law for city streets is less than is reasonable and safe for operation of vehicles on the following streets or highways. The speed limit shall be as set forth in this section on those streets or highways or parts of streets or highways designated in this section at



all times when signs are erected giving notice thereof:

| Name of Street                                                                   | Speed Limit<br>(Miles per Hour) |
|----------------------------------------------------------------------------------|---------------------------------|
| 24th Avenue South from South 208th Street to SR 516 (Kent-Des Moines Road)       | 30                              |
| 20th Avenue South from SR 516 (Kent-Des Moines Road) to South 240th Street       | 30                              |
| 16th Avenue South from South 220th Street to SR 516 (Kent-Des Moines Road)       | 30                              |
| 7th Avenue South from Marine View Drive South to South 227th Street              | 30                              |
| 8th Avenue South from South 194th Street to South 200th Street                   | 30                              |
| South 222nd Street from SR 99 (Pacific Highway South) to 12th Avenue South       | 30                              |
| South 223rd Street from 24th Avenue South to 12th Avenue South                   | 30                              |
| South 227th Street from Marine View Drive South to 7th Avenue South              | 30                              |
| <u>South 250th Street from 16th Avenue South to 13th Avenue South</u>            | <u>30</u>                       |
| <u>South 251st Street from 13th Avenue South to Marine View Drive</u>            | <u>30</u>                       |
| South 216th Street from I 5 to <del>13th</del> 11th Avenue South                 | 35                              |
| South 240th Street from SR 99 (Pacific Highway South) to Marine View Drive South | 35                              |
| Des Moines Memorial Drive from South 208th Street to SR 509                      |                                 |

} ROAD SEGMENT 3

35 - \* CLARIFICATION CHANGE

|                                                                                                                                      |    |                  |
|--------------------------------------------------------------------------------------------------------------------------------------|----|------------------|
| (Marine View Drive South)                                                                                                            | 35 |                  |
| Marine View Drive from South 252nd<br>Street to Woodmont Drive                                                                       | 35 |                  |
| Woodmont Drive from Marine View<br>Drive to 16th Avenue South                                                                        | 35 |                  |
| South 260th Street from 16th Avenue<br>South to SR 99 (Pacific Highway South)                                                        | 35 |                  |
| 16th Avenue South from SR 516<br>(Kent-Des Moines Road) to<br><del>South 272nd Street</del> <u>SR 99 (Pacific<br/>Highway South)</u> | 35 | } ROAD SEGMENT 1 |
| <del>16th Avenue South from South 272<sup>nd</sup><br/>Street to South 279<sup>th</sup> Street</del>                                 | 40 |                  |
| <del>South 216th Street from 13th Avenue<br/>South to 11<sup>th</sup> Avenue South</del>                                             | 35 | * SEE PAGE 2     |
| Marine View Drive South from SR 516<br>(Kent-Des Moines Road) to South 252 <sup>nd</sup><br>Street                                   | 35 |                  |

**Sec. 2.** DMMC 10.20.020 and section 3(15) of Ordinance No. 451 as amended by section 1 of Ordinance No. 470 as amended by section 1 of Ordinance No. 509 as amended by section 1 574 as amended by section 2 of Ordinance No. 677, as amended by section 1 of Ordinance 694 as amended by section 2 of Ordinance 981 formerly DMMC 10.04.070, as amended by section 12(4) of Ordinance No. 1053, as amended by section 2 of Ordinance No. 1342 are each amended to read as follows:

**Decreasing speed limits in certain zones.** It is determined upon the basis of an engineering and traffic investigation that the 25 miles per hour speed limit permitted by state law for City streets and the 60 miles per hour speed limit permitted by state law for state highways is greater than is reasonable and safe for operation of vehicles on the following streets or highways. The speed limit shall be as set forth in this section on those streets or highways or parts of streets or highways

designated in this section at all times when signs are erected giving notice thereof:

| Name of Street                                                                                                                            | Speed Limit<br>(Miles Per Hour) |                  |
|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|------------------|
| <del>South 229th Street from 19th Avenue South to 23rd Place South</del>                                                                  | <del>20</del>                   | } ROAD SEGMENT 5 |
| <del>23rd Place South from South 229th Street to South 228th Street</del>                                                                 | <del>20</del>                   |                  |
| <del>South 228th Street from 23rd Place South to 24th Avenue South</del>                                                                  | <del>20</del>                   |                  |
| <del>11th Avenue South from South 223rd Street to South 224th Street</del>                                                                | <del>20</del>                   | } ROAD SEGMENT 6 |
| <del>South 224th Street from 11th Avenue South to 12th Avenue South</del>                                                                 | <del>20</del>                   |                  |
| <del>12th Avenue South from South 224th Street to South 230th Street</del>                                                                | <del>20</del>                   |                  |
| SR 509 (Marine View Drive South/South 216th Street) from the intersection with Des Moines Memorial Drive to SR 516 (Kent-Des Moines Road) | 30                              |                  |
| SR 516 (Kent-Des Moines Road) from SR 509 (Marine View Drive South) to I 5                                                                | 35                              |                  |
| SR 99 (Pacific Highway South) from SR 516 (Kent-Des Moines Road) at M.P. 15.49 to South 216th Street at M.P. 16.52                        | 45                              |                  |

Sec. 3. DMMC 10.20.030 and section 9 of Ordinance No. 1053 are amended to read as follows:

Marina speed limit. The maximum speed limit in the Des Moines Marina is ~~15~~ 20 miles per hour when signs are erected giving notice of such speed limit. } ROAD SEGMENT 7



**NEW SECTION. Sec. 4.** A new section is added to chapter 10.20 DMMC to read as follows:

**Beach Park speed limit.** The maximum speed limit in the Des Moines Beach Park is 20 miles per hour when signs are erected giving notice of such speed limit.

**Sec. 5.** DMMC 19.08.030(10) and section 3(J) of Ordinance No. 758 as amended by section 1(10) of Ordinance No. 1030 are each amended to read as follows:

(10) No person shall ride or drive a bicycle, tricycle, motorcycle, motor vehicle, horse, or pony over or through a park except along and upon the park drives, parkways, park boulevards; or at a speed in excess of ~~15~~ 20 miles per hour; or stand or park a vehicle, except in designated areas or in accordance with signs, striping, or other methods that make clear the appropriate method or manner of parking. Improperly parked vehicles are subject to impound, where signs to that effect are posted. All ways open to the use of the public for purposes of vehicular travel shall be considered public highways for purposes of enforcement of Title 10 DMMC.

ROAD  
SEGMENT 8

**NEW SECTION. Sec. 6. Codification.** Section 4 of this ordinance shall be codified as a new section in chapter 10.20 DMMC of Title 10.

**NEW SECTION. Sec. 7. 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.

**NEW SECTION. Sec. 8. Effective date.** This ordinance shall take effect and be in full force thirty (30) days after its passage and approval in accordance with law.

Ordinance No. \_\_\_\_\_  
Page 6 of \_\_\_\_\_

PASSED BY the City Council of the City of Des Moines this  
\_\_\_\_\_ day of \_\_\_\_\_, 2009 and signed in authentication thereof  
this \_\_\_\_\_ day of \_\_\_\_\_, 2009.

\_\_\_\_\_  
M A Y O R

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

ATTEST:

\_\_\_\_\_  
City Clerk

Published: \_\_\_\_\_

Effective Date: \_\_\_\_\_

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**TRAFFIC RECORDS ASSESSMENT  
PRE-ASSESSMENT QUESTIONNAIRE**

**Section 2-B (Roadway Information) Questions for:**

**CITY TRAFFIC ENGINEER**

Name of City: City of Des Moines

- 1) Is there a specific program developed to correct suspect or problem locations (e.g., high crash locations) identified using traffic records data? *Not yet*
- 2) Do you use the state traffic records system, in particular the state crash file, or do you operate a separately maintained crash file? If you maintain a separate crash file from the state, why? *Maintain a separate crash file. Quick turnaround, Data is accessible*
- 3) How are crash locations identified? What location referencing method is used? *reference by street name*
- 4) Can work zone-related crashes be identified? Pedestrian crashes? Intersection crashes? Other key types for special consideration – please advise. *YES*  
*↳ WORK ZONE CRASHES*
- 5) If you rely on data from state maintained files, what output reports do you receive? In what form (periodic, on-demand)? How do you obtain data from state files, and what problems do you experience in obtaining it? *N/A*
- 6) If you use data from state maintained files, what is your assessment of the quality of the data in terms of accuracy, completeness, consistency, timeliness, accessibility, etc? *N/A*
- 7) What recommendations would you offer to make the state data more useful or more compatible with your own locally operated traffic records data system? *—*

Data Content

- 8) Do you maintain a street inventory file that describes the cross-section (e.g., number of lanes, lane width) for each block? *NO*
- 9) Do you maintain an intersection inventory file that provides information on location, types, and traffic control for each intersection in your jurisdiction? *NO*
- 10) Do you maintain a traffic count file that provides AADT for each road segment between arterial intersections? Do you maintain a file with turning movement counts for intersections? *YES SOME AADT* *YES SOME INTERSECTIONS*

| Inventory type        | Roadways included:<br>check one |              |                 | Explanation |
|-----------------------|---------------------------------|--------------|-----------------|-------------|
|                       | all roads                       | state system | sample sections |             |
| Roadway cross section |                                 |              |                 | NONE        |
| Roadway Alignment     |                                 |              |                 | NONE        |



|                                      |   |  |  |                            |
|--------------------------------------|---|--|--|----------------------------|
| Intersection Inventory <sup>1</sup>  |   |  |  |                            |
| Interchange (ramp) inv. <sup>2</sup> |   |  |  | NONE                       |
| Signals and Beacons                  |   |  |  |                            |
| Signs                                | ✓ |  |  | CURRENTLY INVENTORING CITY |
| Markings                             |   |  |  | NONE                       |
| Pavement type                        |   |  |  |                            |
| Illumination                         |   |  |  |                            |
| Roadway grade                        |   |  |  |                            |
| Guardrail                            |   |  |  |                            |
| Others: list                         |   |  |  |                            |
|                                      |   |  |  |                            |
|                                      |   |  |  |                            |
|                                      |   |  |  |                            |

NOTES:

1. For intersection inventory files please note if the file includes traffic volumes for crossroad (minor roads) for *non-state system* crossroads. In addition, does the inventory file include turn lane information?
2. For interchange (ramp) inventories, is the basic "type" (diamond, full cloverleaf, etc.) noted? In addition, does the file contain ramp traffic volumes?

- 11) Can these files be automatically linked with each other and with your local crash data file or crash data downloaded from state files?
- 12) Do you have a GIS or spatial database, and if so, what streets are covered? Can the GIS or spatial data be linked to crash and inventory files?
- 13) Do you maintain a photolog or videolog of your system?
- 14) Do you maintain other special inventory files (e.g., bike lanes, sidewalk inventory, pedestrian crossing inventory, pedestrian counts)?
- 15) Describe the updating procedures used for each inventory file.
- 16) Do you maintain a copy of your inventory file for each year, which would allow you to link crashes from a given year to the inventory characteristics for that same year?

**What suggestions do you have for improvement?**

## AGENDA ITEM

### BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Raising the limit for the 2007-2009  
On-Call Professional Services Agreements for  
Civil Engineering Services

FOR AGENDA OF: January 15, 2009

DEPT. OF ORIGIN: Planning, Building & Public  
Works

ATTACHMENTS:

1. Original Council Agenda Packet dated  
November 8, 2007 (without Attachments).
2. Recap of Task Order expenditures under the  
original agreements.

DATE SUBMITTED: January 7, 2009

CLEARANCES:

[X] Planning, Building & Public Works   
[X] Legal   
[X] Finance \_\_\_\_\_

APPROVED BY CITY MANAGER  
FOR SUBMITTAL: 

#### Purpose and Recommendation:

The purpose of this Agenda Item is to seek City Council authorization to increase the limit from \$500,000 to \$1,000,000 for the 2007-2009 On-Call Professional Service Agreements for consultants providing On-Call Civil Engineering Services to the City. These agreements were originally authorized by the Council in November 2007 (See Attachment 1). Authorizing this increase will not require or authorize the payment of any funds to consultants, but rather adjusts only the maximum contract limit. The City Manager must still approve individual Task Order Assignments that are less than \$50,000, and the Council must still approve all Task Order Assignments that exceed \$50,000.

The following motion will appear on the Consent Calendar:

#### Suggested Motion:

"I move to authorize the City Manager to approve the supplements to the Professional Services Agreements for On-Call Civil Engineering Services (2007-2009) increasing the contract amount from a maximum of \$500,000 each to a maximum of \$1,000,000 each in order to cover existing and unforeseen civil engineering work as needed through December 31, 2009."

#### Background

On-Call consultants provide engineering support for the City's approved Capital Improvement Program projects, the Professional Services portions of the City's approved operating budgets, provide assistance



on the review of development applications when necessary, and are available to assist the City during emergency situations.

In June 2007, staff placed an advertisement for a Request for Qualifications (RFQ) from civil engineering firms to provide on-call engineering services for the City during 2008 and 2009. A staff selection committee reviewed each of the Statements of Qualification and ranked them based on their response to the criteria identified in the RFQ. These criteria included specific qualifications in more than 10 sub-specialty areas of engineering expertise. The staff selection committee conducted interviews with nine consultant firms to determine which firms were most qualified to provide assistance on upcoming City projects and foreseeable civil engineering needs. The staff selection committee selected six firms which were kpff, CH2M Hill, KPG, Hammond Collier Wade and Livingstone, MIRAI, and AMEC. Professional Services Agreements were developed, negotiated, approved by Council and signed by the City Manager.

Staff has been using a Task Order Assignment to identify a specific work task or project to be performed by the most qualified consultant. Staff works with the consultant to develop a specific scope of work, schedule, and budget for each Task Order Assignment. Task Order Assignment has been approved by either the City Manager (if less than \$50,000) or by the City Council (if greater than \$50,000).

As requested by the Council, a record is kept of approved task orders and expenditures for each Task Order under each agreement, and a summary of this record has been included in the City Manager's monthly report for the Council's review on a regular basis. A recap of task orders and expenditures for each of our consultants is provided as Attachment 2.

### **Discussion**

This set of on-call consultant agreements was the first such agreements that the City has entered into. At the time staff thought that a \$500,000 limit would be adequate to address the capital project needs between 2008 and 2009. However, we have found that this amount is not sufficient for a two-year period to address planned capital improvements and for assistance on unforeseen emergency related work such as the North Twin Bridge Footing.

It is not uncommon for agencies to set limits of between 1 and 2 million dollars for annual on call agreements. Staff believes that a \$1,000,000 limit is a more realistic amount for a two year agreement to address our size of community based on our experience over the past year.

As shown in Attachment 2, there is an immediate need to modify the limit so that additional Task Orders can be negotiated with two of our consultants. However, in order to be equitable to all consultants and consistent with generally accepted procurement practices, staff believes that the limit needs to be raised on all six of the agreements. Staff does not however foresee expenditures to this level.

Again, authorizing the increase in the limit does not obligate the City to assign any specific number of tasks, volume of work, or a specific contract value to any of these consultants. At any time during a funding year, all projects and subsequent Task Order Assignments may be subject to change including funding levels and project priorities. The City has reserved the right to add and or delete Task Assignments to meet other priorities.



These agreements are set to expire on December 31, 2009. Therefore, staff will be conducting another consultant selection process this summer, and new on-call agreements for the 2010-2011 timeframe will be brought before the Council this fall for approval.

### **Alternatives**

The Council could choose not to approve the increased limits for these agreements. Under this scenario staff would have to select consultants on a project by project basis as in the past which is more time consuming and ultimately a more expensive process.

### **Financial Impact**

Approving the increased limits of the Civil Engineering Services Agreements will create no negative financial impacts to the City. Authorizing the higher limit does not require or authorize the payment of any funds to any of the identified consultants. Consultants will only be paid for services provided on individual Task Order Assignments developed under these Agreements. Each Task Order Assignment will have its own specific scope, schedule, and budget. All Task Order Assignments will be for work within established and approved City programs and budgets, or to assist the City in response to emergency situations requiring the assistance of engineering consultants.

### **Recommendation/Conclusion**

Staff recommends that the Council approve the proposed motion.

### **Concurrence**

The Finance and Legal Departments concur with the recommendation.

## AGENDA ITEM

SUBJECT: 2007-2009 On-Call Professional Services  
Agreements for Civil Engineering  
Services and Revised Draft Resolution  
07-204

ATTACHMENTS:

1. *Revised* Draft Resolution 07-204 Raising City  
Manager Approval Limits for these Agreements  
only to \$50,000.

*Note: Council members are asked to bring their  
October 25, 2007 Council Packet attachments 1  
through 7 consisting of the Request for  
Qualifications and contracts for 6 on-call  
engineering firms.*

AGENDA OF: November 8, 2007

DEPT. OF ORIGIN: Planning, Building and  
Public Works

DATE SUBMITTED: October 29, 2007

CLEARANCES:

[ X ] Finance

[ X ] PB&PW

[ X ] Legal

APPROVED BY CITY MANAGER  
FOR SUBMITTAL:

**Purpose and Recommendation:**

The purpose of this Agenda Item is to seek City Council approval of the professional service agreements for consultants that will provide On-Call Civil Engineering Services to the City, through December 31, 2009. These Consultants will provide engineering support on the City's approved Capital Improvement Program projects, will work on the Professional Services portions of the City's approved operating budgets, will provide assistance on the review of development applications when necessary, and will be available to assist the City during emergency situations. This concept has been discussed several times with the Public Safety and Transportation Committee. *The italicized parts of this packet indicate changes to the packet originally submitted to City Council for the October 25, 2007 meeting.*

This Agenda Item also requests approval for *Revised* Draft Resolution 07-204 repealing and superseding Resolution 753 to increase the City Manager's approval authority, for these agreements only, from \$20,000 to \$50,000.

The following motions will appear on the Consent Calendar:

**Suggested Motions:**

1. "I move to authorize the City Manager to approve Professional Services Agreements for Civil Engineering Services (2007-2009) for CH2M Hill, KPFF, KPG, Hammond Collier et al, MIRAL, and AMEC, substantially in the form submitted, each not to exceed \$500,000 subject to the availability of funds."
2. "I move to approve *Revised* Draft Resolution Number 07-204, repealing and superseding Resolution 753 for the Consultant Agreements referenced in Motion 1, allowing the City

**ATTACHMENT 1**



Manager to sign and approve Task Order Assignments developed under those Agreements up to \$50,000. Task Order Assignments above \$50,000 *or those initially signed by the City Manager but which are increased beyond \$50,000 for a Task Assignment* will come before the City Council for approval."

### **Background:**

#### **Motion 1**

Engineering Consultants are needed in order to supplement and expand the capability of City staff on the design and construction of Capital Improvement Projects, to provide occasional assistance with development related reviews, and other technical engineering work.

Among other things, RCW 39.80 requires that agencies advertise, conduct interviews if necessary, and ultimately select the most qualified consultant(s) to provide professional services. This selection process may not be based on the cost for those services.

In June, staff placed an advertisement for a Request for Qualifications (RFQ) from civil engineering firms to provide on-call engineering services for the City through the year 2009. A copy of the RFQ is provided as Attachment 1 for reference. Statements of Qualifications (SOQ) were received from 18 civil engineering firms. A staff selection committee reviewed each of the SOQ's and ranked them based on their response to the criteria identified in the RFQ. *These criteria included specific qualifications in more than 10 sub-specialty areas of engineering expertise.*

Of the 18 firms, nine were chosen to be interviewed for providing on-call civil engineering services through 2009. The staff selection committee conducted interviews with each of these nine consultant firms in August to determine which firms were most qualified to provide assistance on upcoming City projects and foreseeable civil engineering needs. The staff selection committee selected six of those firms to begin developing a scope of work, and eventually negotiating a Professional Services Agreement. Those consultant firms are kpff, CH2M Hill, KPG, Hammond Collier Wade and Livingstone, MIRAI, and AMEC. Professional Services Agreements have been developed and negotiated. These agreements are included as Attachments 2 through 7 in the October 25, 2007 Council Packet for reference.

*Firms will be selected for a Task Order Assignment based first on qualification as established during the selection process as described above, and then on availability.* Six firms are needed in order to provide a redundancy of service in each specific discipline of civil engineering. The redundancy is needed for several reasons. First, if staff is unable to successfully negotiate a specific Task Order Assignment with a consultant, staff can easily move to another consultant that is equally qualified to perform the task. Also, if a consultant is too busy to conduct a Task Order Assignment in a timely manner, staff needs to have at least one other consultant available to perform the work. Finally, if staff receives work from a consultant on a development project where the assistance of a third party consultant review is needed, and the developer's consultant is on our on-call roster, there would be a conflict of interest. Staff needs to have another consultant available to conduct the review in this case.

#### **Motion 2**

Resolution 753 authorizes the City Manager to sign and approve Professional Services Agreements up to \$20,000, provided that those agreements are for projects identified in approved budgets. All agreements over \$20,000 must be approved by the City Council; so each time there is a consultant agreement that is

over \$20,000, staff must prepare an Agenda Item for Council authorization of a consultant agreement even though the work is on a project that the Council has already appropriated funds for. To expedite the consultant contracting process, it is proposed to repeal and supersede Resolution 753 by Draft Resolution 07-204, with Section 1, subsection 6, item e.

### Discussion:

#### Motion 1

Having consultants on-call will help streamline the work effort required by City staff, and help expedite the design and construction of projects. The City has historically used consultants for providing professional services including design and construction management services, inspection services, and for preparing technical analyses on complex engineering related issues. However, in the past staff has selected consultants on a project by project basis. In other words for each and every project, an advertisement is placed, all submitted proposals are reviewed, interviews are conducted if necessary, and a consultant is selected for a specific project. This process takes a lot of staff time and resources, and is arguably inefficient.

In addition, staff has typically advertised for professional services only after the Capital Improvement Program project budgets have been approved for a specific year. For example, when the Pavement Management Program budget is approved (along with the other Capital Improvements), staff has advertised an RFQ and gone through the process of making a selection beginning early in the year (January or February). By the time a selection is made, a scope of work is prepared, and the agreement is finalized, several months have passed, costing valuable time. For the Pavement Management Program, this is problematic. Ideally, design of pavement improvements should begin in the early fall, be completed by January, and be ready for bid advertisement in February at the latest with the goal of starting the work in the late spring. This process will most often provide the best bid price for the work. A multi-year Professional Services Agreement is really needed to be able to support this ideal program that is funded from a multi-year budget cycle process.

With these agreements in place, all of the consultant selection process has been completed. Staff will prepare a Task Order Assignment that identifies a specific work task or project to be performed. The *best qualified* consultant will meet with staff to develop a specific scope of work, schedule, and budget for the Task Order Assignment. Once finalized, the Task Order Assignment will be approved by the City Manager or the City Council, depending on the specific budget for that Task Order Assignment.

Approving these agreements at this time does not obligate the City to assign any specific number of tasks, volume of work, or a specific contract value to any of these consultants. At any time during a funding year, all projects and subsequent Task Order Assignments may be subject to change including funding levels and project priorities. The City has reserved the right to add and or delete Task Assignments to meet other priorities. The potential value for these agreements is set at \$500,000 as a means to control the volume of work the City gives a particular consultant over the life of the agreement.

Having these agreements in place will also provide the City with the technical resources it needs for response during emergency situations. Currently, when an emergency occurs that requires the use of an engineering consultant (e.g., a landslide, bridge failure, flood, or earthquake), staff is literally looking through the phone book to find a consultant that is hopefully available and qualified to provide the necessary assistance. This is time consuming and inefficient in a time when a swift response is necessary. Having consultants on call eliminates this process. The working relationship is already



developed with the consultant, an agreement is in place, and staff has the contact information readily available to call in the required assistance – even in the middle of the night or on holidays if needed.

Since these consultants will likely be utilized on projects that are Federally-funded, the form of the Agreement is based on the Standard Local Agency Agreement as required under the Local Agency Guidelines (LAG) Manual of WSDOT Highways and Local Programs.

#### Motion 2

Increasing the approval authority of the City Manager up to \$50,000 for these Consultant Agreements only will also streamline the work effort required by City staff, and help expedite the design and construction of projects. Resolution 753 was originally passed in 1994, almost 15 years ago. Since that time there has been a dramatic increase in the cost of professional services, especially recently, and especially in the Puget Sound area. Increasing the approval threshold gives staff a little bit more flexibility, and helps account for increases in professional services costs.

Currently, each time there is a consultant agreement that is over \$20,000 (the current limit set by Resolution 753), staff must prepare an Agenda Item for Council authorization of that Consultant Agreement. This effort takes time, and although it may only take a few hours to prepare the agenda item, that few hours could be spent doing other work. It also allows contracts to be in place two to four weeks earlier because of scheduling these actions for City Council action. It will also free up Council time to spend on other agenda items.

It is important to point out that with the exception of a declared emergency situation, a Task Order Assignment will only be given to a Consultant for projects or tasks that are already identified in approved City budgets.

*Two additional requirements have been added to this Draft Resolution. The first makes it clear that if a City Manager-approved Task Order Assignment grows in cost above the City Manager's \$50,000 authority, that Task Order Assignment must come to City Council for approval in exactly the way contracts exceeding \$20,000 now come to City Council. The second requirement is that the City Manager must regularly report on the status of each of these on-call contracts.*

#### Alternatives:

##### Motion 1

The Council could choose to not approve these agreements and direct staff to select consultants on a project by project basis as in the past.

The Council could choose to have specific agreements prepared for each project at the time a project is started. Under this scenario, a specific agreement would have to be prepared, reviewed, and approved for each and every project, along with the scope of work, the schedule, and the budget. Also, the consultants may not be as available during emergency situations if we don't have an agreement in place ahead of time.

##### Motion 2

The Council could choose to not approve the *Revised* Draft Resolution and direct that all agreements above \$20,000 be brought before Council for approval as in the past.



The Council could choose to authorize the City Manager to sign and approve Task Orders up to a different limit – higher or lower than the requested \$50,000.

**Financial Impact:**

Approving these agreements will streamline the consultant selection process for the City, saving staff time and resources, including advertising costs. Currently, each time professional services are needed, staff is required to issue a request for qualifications and/or proposals, review each of the submittals, and often times interview a group of consultants in order to select the most qualified firm to conduct the work.

Approving these Professional Engineering Services Agreements will create no negative financial impacts to the City. In fact, approving these Agreements does not require the payment of any funds to any of the identified consultants. Consultants will only be paid for services provided on individual and specific Task Order Assignments developed under these Agreements. Each Task Order Assignment will have its own specific scope, schedule, and budget. All Task Order Assignments will be for work within established and approved City programs and budgets, or to assist the City in response to emergency situations requiring the assistance of engineering consultants.

**Recommendation/Conclusion:**

Staff recommends approval of these Professional Services Agreements for consultants that will provide on-call civil engineering services to the City through December 31, 2009.

**Concurrence:**

The Finance and Legal Departments concur with the recommendation.

**ON-CALL ENGINEERING SERVICES  
SUMMARY OF TASK ORDERS**

| CONSULTANT          | # TASK<br>ORDERS | CURRENT<br>ALLOWABLE<br>MAXIMUM | TOTAL AMOUNT<br>AUTHORIZED | TOTAL<br>AMOUNT<br>SPENT | REMAINING<br>TASK ORDER<br>OBLIGATION | CURRENT<br>ALLOWABLE<br>FUNDS<br>REMAINING | PENDING TASK<br>ORDERS &<br>SUPPLEMENTS |
|---------------------|------------------|---------------------------------|----------------------------|--------------------------|---------------------------------------|--------------------------------------------|-----------------------------------------|
| MIRAI               | 3                | \$500,000                       | \$ 331,013.00              | \$ 263,520.16            | \$ 67,492.84                          | \$ 168,987.00                              | \$ 45,000.00                            |
| KPG                 | 3                | \$500,000                       | \$ 226,080.00              | \$ 186,614.85            | \$ 79,465.15                          | \$ 273,920.00                              | \$ 345,100.00                           |
| KPFF                | 10               | \$500,000                       | \$ 451,323.52              | \$ 294,468.26            | \$ 156,855.26                         | \$ 48,676.48                               | \$ 454,810.00                           |
| HAMND COLLR WAD LIV | 1                | \$500,000                       | \$ 46,592.87               | \$ 20,931.84             | \$ 25,661.03                          | \$ 453,407.13                              |                                         |
| CH2M HILL           | 3                | \$500,000                       | \$ 6,850.36                | \$ 5,834.16              | \$ 1,016.20                           | \$ 493,149.64                              | \$ 35,000.00                            |
| AMEC                | 1                | \$500,000                       | \$ 15,500.00               | \$ 15,451.71             | \$ 48.29                              | \$ 484,500.00                              |                                         |

TOTAL: \$ 1,077,359.75 \$ 786,820.98 \$ 330,538.77

98.59% of the authorized funds are for capital improvement projects

0.64% (\$6,850) of the authorized funds are for assistance on development related projects on a reimbursable basis

0.77% (\$8296) of the authorized funds were for professional surveying services (operating budget).

100.00%

**Discussion:**

The original agreement for each on-call consultant was for a maximum of \$500,000.

Current Agreements are valid through 2009.

New consultant selection process for 2010-2011 will take place this summer, and agreements brought before council next fall.

RFP for engineering work associated with the Des Moines Gateway will be issued in January.

Total engineering costs are estimated at \$2,091,000.

**Issue:**

Established limit of \$500,000 is too low.

**Recommendation:**

Increase the limit of the consultant agreement to \$1,000,000.

*Current through 12-3-2008.*

## AGENDA ITEM

### BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Contract for Federal Government  
Lobbying Services with Gordon Thomas  
Honeywell Governmental Affairs

FOR AGENDA OF: January 15, 2009

DEPT. OF ORIGIN: City Manager's Office

DATE SUBMITTED: January 8, 2009

ATTACHMENTS:

1. 2009 Proposal from Gordon Thomas  
Honeywell Governmental Affairs

CLEARANCES:                       
[X] Legal *JB*

APPROVED BY CITY MANAGER

FOR SUBMITTAL: *AP*

#### Purpose and Recommendation

The purpose of this agenda item is to request City Council approval to enter into a contract with Gordon Thomas Honeywell Governmental Affairs for federal government lobbying services for the time period January 1, 2009 to December 31, 2009.

Suggested motions: "I move to authorize the City Manager to sign the contract with Gordon Thomas Honeywell Governmental Affairs for federal government lobbying services substantially in the form as submitted."

#### Background

In 2007 and 2008, the of Des Moines contracted with the law firm of Gordon Thomas Honeywell (GTH) to provide federal government lobbying services, primarily through Mr. Dale Learn. In 2006, the City contracted with Smith Alling Lane to provide the same services when Mr. Learn worked for them.

#### Discussion

The proposal for 2009 that Mr. Learn has submitted on behalf of his firm is for the same services as the City received in 2007 and 2008. The proposed monthly cost of all the services from Mr. Learn's firm is \$5,583.33, plus expenses not exceed 15% of the contract. This is the same fee charged in 2007 and 2008.



Staff will prepare an agenda item, with Mr. Learn's input, of potential appropriate requests for Council review at a future meeting. Last year, the City requested funding for road improvements to support the development of the Des Moines Creek Business Park (Port buyout area) and for improvements to the downtown water system. We have not heard if either of these projects will receive an earmark.

### **Alternatives**

The City Council could direct that staff issue a Request for Proposals (RFP) or Request for Qualifications (RFQ) to obtain information about and the cost of such services from other potential providers.

### **Financial Impact**

GTHGA's proposed monthly charge for the services described in the agreement is \$5,583.33, or \$67,000 per year, plus expenses of no more than 15% of the annual fees. Funds have been budgeted for this purpose.

### **Recommendation**

The city manager recommends that the City contract with GTHGA for federal government lobbying.

**CITY OF DES MOINES, WASHINGTON  
CONSULTING AGREEMENT, 2009**

This Agreement is entered into by and between the City of Des Moines and any other party hereto, as is identified in the consultant's signature block below (hereinafter referred to as "Consultant"), upon the following terms and conditions:

**A. Scope of Work.** Consultant will advise and assist the Des Moines in accordance with Consultant's Scope of Work, described in Attachment "A" hereto and incorporated herein, and Consultant will do and produce such other things as are set forth in the Scope of Work (the "Services"). Consultant's Services will be in compliance with applicable laws, regulations, rules, orders, licenses and permits, now or hereinafter in effect, and Consultant shall furnish such documents as may be required to effect or evidence such compliance.

**B. Compensation; Expenses.** The City of Des Moines will pay Consultant for satisfactorily rendered Services in accordance with the specific terms set forth in Attachment "A".

**C. Invoices; Payment.** Consultant will furnish the City of Des Moines invoices at regular intervals, as set forth in Attachment "A".

**D. Term.** Consultant shall promptly begin the Services hereunder on the date set forth in Attachment "A" and shall terminate same on the date set forth in Attachment "A", unless earlier terminated by mutual agreement.

**E. Confidentiality.** In connection with the Services to be performed herein, the City of Des Moines may disclose technical or other information, which is confidential, proprietary, and constitutes valuable trade secrets of the City of Des Moines. Consultant agrees to hold all such information in strict confidence, to neither use, nor to disclose any such information to third parties, and to indemnify and hold the City of Des Moines harmless against and from all damages, injuries and losses arising out of the unauthorized use/disclosure of such information by the Consultant.

**F. Ownership of Work Product.** The product of all work performed under this agreement, including reports, and other related materials shall be the property of the City of Des Moines or its nominees, and the City of Des Moines or its nominees shall have the sole right to use, sell, license, publish or otherwise disseminate or transfer rights in such work product.

**G. Independent Contractor.** Consultant is an independent contractor and nothing contained herein shall be deemed to make Consultant an employee of the City of Des Moines, or to empower Consultant to bind or obligate the City of Des Moines in any way. Consultant is solely responsible for paying all of Consultant's own tax obligations, as well as those due for any employee/subcontractor permitted to work for Consultant hereunder.

**H. Release of Claims; Indemnity.** Consultant hereby releases, and shall defend, indemnify and hold harmless the City of Des Moines from and against all claims, liabilities, damages and costs arising directly or indirectly out of, or related to, Consultant's fault,



negligence, strict liability or products liability of Consultant, and/or that of any permitted employee or subcontractor or Consultant, pertaining to the Services hereunder.

**I. Assignment.** Consultant's rights and obligations hereunder shall not be assigned or transferred without the City of Des Moines' prior written consent; subject thereto, this Agreement shall be binding upon and inure to the benefit of the parties' heirs, and successors.

**J. Governing Law; Severability.** This Agreement shall be governed by the laws of the State of Washington, U.S.A. (excluding conflict of laws provisions). If any term or provision of this Agreement is determined to be legally invalid or unenforceable by a court with lawful jurisdiction hereover (excluding arbitrators), such term or provision shall not affect the validity or enforceability of any remaining terms or provisions of this Agreement, and the court shall, so far as possible, construe the invalid portion to implement the original intent thereof.

**K. Arbitration.** Any dispute between the parties related to or arising out of the subject matter of this Agreement shall be resolved exclusively through binding arbitration under the Commercial Arbitration Rules of the American Arbitration Association in Washington State.

**L. Injunctive Relief; Dispute Costs.** Notwithstanding the agreement to arbitrate disputes in Section J above, if at any time the City of Des Moines should be required to seek any form of immediate injunctive or equitable relief or remedies to enforce or protect any of its interests hereunder, such issue may be first resolved through court action. Consultant acknowledges and agrees that Consultant's breach of this Agreement may cause the City of Des Moines irreparable injury for which remedies other than injunctive or equitable relief are inadequate; that Consultant will not contest the City of Des Moines' entitlement to obtain immediate injunctive or equitable relief; and that the City of Des Moines would not engage Consultant without this assurance. The prevailing party in any dispute arising hereunder shall be entitled to recover its reasonable costs and attorneys' fees.

**M. Entire Agreement; Etc.** This Agreement, and its incorporated attachments hereto, state the entire agreement between the parties regarding the subject matter hereof and supersede any prior agreements or understandings pertaining thereto. Any modification to this Agreement must be made in writing and signed by authorized representatives of both parties. Any provision hereof which may be reasonably deemed to survive the expiration or termination of this Agreement, in particular, but without limitation, Sections E and G, shall so survive, and remain in continuing effect. No delay or failure in exercising any right hereunder shall be deemed to constitute a waiver of any right granted hereunder or at law by either party.

**Consultant:** Gordon Thomas Honeywell GA –  
Dale M. Learn

Tax ID No.: 205719042

Sign: \_\_\_\_\_

Date: \_\_\_\_\_

**City of Des Moines, Washington by:**

Sign: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_



**ATTACHMENT "A" TO  
CITY OF DES MOINES, WASHINGTON CONSULTING AGREEMENT**

- A. Scope of Work:** Consultant shall provide the City of Des Moines with the following governmental affair services:

FEDERAL GOVERNMENT – Research and lobby Congress and any relevant federal agencies for purposes that benefit the City of Des Moines. Activities will include:

- Research all federal funding options. Make recommendations to the City of Des Moines on what federal funding options should be pursued and how they should be presented to relevant decisions makers.
- Lobby aggressively for congressional earmarks for the City of Des Moines developed in consultation with the City.
- Research, develop a strategy for and submit a completed application for a City project to be included in the reauthorization of the surface transportation bill.
- Lobby aggressively for the reauthorization project for the City of Des Moines developed in consultation with the City.
- Maintain and foster relationships between the Washington State congressional delegation and the City of Des Moines.
- Lobby for other federal government opportunities, including grants, for the City of Des Moines as they develop.
- Plan and arrange an appropriate visit to Washington DC by the City of Des Moines.
- Coordinate all local opportunities for the City of Des Moines to meet with congressional delegation members in the District to promote the City's agenda.

INFORMATION/INTELLIGENCE – Consultant will provide the City of Des Moines with periodic updates and reports on issues and lobbying activities. These updates and reports will identify issues, provide updated legislation and budget tracking lists, review lobbying activities, and assess how the federal governmental affairs program is meeting its objectives. Such updates may include suggestions on how to best further the federal objectives of the City of Des Moines in 2009.

- B. Compensation/Expenses:** The City of Des Moines shall pay Consultant \$5,583.33 each month during the months of January 2009 through December 2009. The City of Des Moines shall reimburse Consultant for all governmental

affairs expenses directly related to the City of Des Moines during the term of the contract. Expenses are broken into two categories: 1) out-of-pocket expenses, including charges for transportation, meals, printing of project information, and other expenditures associated with your account; and 2) overhead charges covering expenses such as telephone, faxing, and duplicating. Any expenses outside the ordinary course of business or extraordinary in nature will be discussed with the City of Des Moines before engaging in the expense activity. It is understood that Consultant will pro-rata such expenses in an appropriate manner amongst his various clients. The total cost of expenses during the term of the contract shall not exceed 15-percent of the total amount of fees paid to Consultant.

- C. **Invoices/Payments:** (a) Consultant shall furnish the City of Des Moines with invoices for services performed on a monthly basis, and (b) the City of Des Moines shall pay each of Consultant's invoices within thirty (30) days after the City of Des Moines receipt and verification. All invoices and payments will be handled by Consultant's Tacoma, Washington office (1201 Pacific Ave., Suite 2100, Tacoma, Washington 98401, 253-620-6500, Attn: Hallee Sanders).
- D. **Term of Agreement:** Consultant's services shall commence on January 1, 2009 and shall terminate on December 31, 2009.





## PUBLIC HEARING

### Draft Ordinance No. 08-163 Regarding Multi-Family Tax Exemption

Sign Up Sheet

*SPEAKERS WILL BE CALLED IN ORDER*

PLEASE PRINT

| Name                       | Address                                |
|----------------------------|----------------------------------------|
| 1. STAN SCARVIE            | 204 S. 206TH ST. DM 98198              |
| 2. Mysty Bear              | 22628 16th Ave S DM 98198              |
| 3. Michael Allan support   | 27013 Pacific Hwy S, 98198             |
| 4. MARK PROULX             | 26242 14th Ave So. 98198               |
| 5. BOB POLEWARTH           | 19617 7th AV. S. 98148                 |
| 6. Randy Rushforth support | 6021 12th St E. TACOMA, 98424          |
| 7. Robert Stephens         | 815 S. 216th St 98198                  |
| 8.                         |                                        |
| 9.                         |                                        |
| 10. Shrek Wicklund         |                                        |
| 11. Valerie Constantino    | 1141 S. Apple Lane DM                  |
| 12. BEN STARK              | 1310 So. 230th                         |
| 13. J. Clement support     | 708 Broadway, Ste 1140<br>Tacoma 98444 |



Council Meeting 1/15/09  
Public Hearing - Multi-Family Tax Exemption

|     |                 |                  |
|-----|-----------------|------------------|
| 14. | James A. Fossos | 20730 7th Ave S. |
| 15. |                 |                  |
| 16. |                 |                  |
| 17. |                 |                  |
| 18. |                 |                  |
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# A G E N D A   I T E M

## BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Multifamily Tax Exemption  
Ordinance

FOR AGENDA OF: January 15, 2009

DEPT. OF ORIGIN: Planning, Building, &  
Public Works

DATE SUBMITTED: January 6, 2009

**ATTACHMENTS:**

1. Draft Ordinance 08-163 (3<sup>rd</sup> Draft)
2. Waterview Crossing Financial Synopsis

**CLEARANCES:**

[X] Planning, Building & Public Works *MA*  
[X] Legal *JD*

APPROVED BY CITY MANAGER FOR  
SUBMITTAL: *AS*

**Purpose and Recommendation:**

The purpose of this agenda item is to facilitate City Council's consideration of Draft Ordinance 08-163 implementing a Multifamily Tax Exemption program (hereinafter "MFTE") for developments on properties within the Pacific Ridge area. The City Council may either adopt Draft Ordinance 08-163 on first reading or pass it to a second reading by passing one or more of the following motions:

**Suggested Motion:**

**Motion 1A:** "I move to pass Draft Ordinance 08-163 creating a new chapter in Title 3 of the Des Moines Municipal Code implementing a Multifamily Tax Exemption program for developments on properties within the Pacific Ridge area to a second reading on \_\_\_\_\_."

**Motion 2B:** "I move to suspend City Council Rule 26b to consider Draft Ordinance 08-163 on first reading."

**Motion 2B:** "I move to adopt Draft Ordinance 08-163 creating a new chapter in Title 3 of the Des Moines Municipal Code implementing a Multifamily Tax Exemption program for developments on properties within the Pacific Ridge area."



### **Background:**

On July 13, 2000, the City Council adopted Ordinance No. 1267, establishing the Pacific Ridge Zone, Chapter 18.31 DMMC. This action was the culmination of two years of effort aimed at providing development regulations that would promote redevelopment of properties in the Pacific Ridge Neighborhood in order to create an attractive, safe, and desirable area to work and live. As result, the City of Des Moines crafted an innovative strategy to promote market-driven redevelopment by synthesizing a long-range vision, marketing strategies, creative building regulations, roadway improvements, environmental protection, infrastructure, community policing, and applicant-oriented permitting.

The *City of Des Moines Pacific Ridge Neighborhood Plan and Integrated Draft Environmental Impact Statement* (the Neighborhood Plan) predicted that the rate of new construction in the Pacific Ridge would be relatively flat for the first 10 years, and then climb steadily during the second half of a 20-year period. Since 2006, City Council has been working to facilitate the redevelopment in the Pacific Ridge in order to achieve the City Council's adopted vision for the Pacific Ridge established by the Pacific Ridge Neighborhood Improvement Plan significantly prior to the 20 year window.

### **August 28, 2008**

The City Council received a briefing on the advantages of developing a Multifamily Tax Exemption (MFTE) program to further facilitate the redevelopment of the Pacific Ridge Neighborhood. The briefing focused on the state mandate requirements for jurisdictions which adopt a MFTE and the City of Tacoma's use of tax exemptions to facilitate the redevelopment of blighted areas in Tacoma. At the conclusion of the briefing the City Council directed staff to prepare an ordinance that could be adopted to establish a similar program in the Pacific Ridge Neighborhood.

### **October 9, 2008**

Based on the City Council discussion on August 28, 2008, the staff presented proposed Draft Ordinance 08-163 which created an 8 year exemption period without the affordable housing requirements. This first draft of the MFTE ordinance exempted new market rate multifamily housing projects from ad valorem property taxes (tax based on the value of the new construction) for a period of 8 years. The ordinance did not include the 12 year exemption provided for in state law as an incentive for the creation of affordable housing (defined as 100% of median income). Also, the exemption did not apply to the taxes associated with the assessed value of the land, B&O taxes, utility taxes, real estate excise tax, and construction sales tax. The exemption within the proposed ordinance did not apply to the commercial area of a new mixed use building; the ad valorem property taxes would still be required on the value of this new construction during the exemption period.



## October 30, 2008

Based on the City Council discussion on October 9, 2008, the staff presented a revised version of Draft Ordinance 08-163. The revision focused the exemption only on the Pacific Ridge Neighborhood and created criteria to ensure that the exemption would not create a significant tax burden on the City of Des Moines. Additionally, the definition section was modified to improve readability and shorten the length of the new chapter.

### SEPA

Draft Ordinance 08-163 is considered a "Fiscal Activity of an Agency" since it only relates to how the City collects and assess taxes; therefore, it is categorically exempt from SEPA pursuant to RCW § 197-11-800(14).

### Discussion:

Since 2000, Des Moines has envisioned transforming the Pacific Ridge Neighborhood into a new urban community which requires the replacement of lower-scale, existing buildings with new structures that will dramatically enhance the appearance, character, economics, and safety of the area. One of the primary challenges in realizing redevelopment consistent with the vision of the Pacific Ridge Neighborhood identified in Chapter 3: *Market Influence and Analysis* (Market Study) of the Neighborhood Plan is Pacific Ridge's lack of a track record in developing Class A office space and high density market rate residential projects. The Market Study also identifies the need for additional infrastructure capacity required for higher density land uses and recognizes that the lack of supporting and compatible uses will be significant challenges facing the "pioneering" developers in the Pacific Ridge Neighborhood. These disincentives were predicted to increase property development costs significantly and reduce the economic advantage of the relatively inexpensive land, thus significantly reducing the economic incentive to redevelop Pacific Ridge.

In order to overcome these challenges and increase the pace of redevelopment consistent with the vision, the Market Analysis encouraged the City to take a pro-active approach by implementing policies and strategies that will facilitate the higher residential land use densities, higher levels of commercial development and use, and increased levels of economic development.

To that end, the City adopted a SEPA Planned Action to help offset the cost of development in the area by conducting all the environmental analysis for the first 3,125,000 square feet of commercial development and 5,541 residential units.

Additionally, by Executive Order 07-005 the City Manager established the *Pacific Ridge Redevelopment Incentive Program* which established a separate fee schedule for projects over 50,000 square feet in Pacific Ridge as an incentive for redevelopment. This schedule is typically a 20% reduction in development fees for these larger projects.

However, these incentives have not sufficiently reduced the cost of development for the "pioneering" developers and lenders in Pacific Ridge. In order to further facilitate development



consistent with the adopted vision, the City Council could adopt a multi-family property tax exemption ordinance.

The authority for the City to adopt a property tax exemption ordinance is provided by Chapter 84.14 RCW. This Chapter authorizes local jurisdictions with a population over 15,000 to adopt a tax abatement ordinance to encourage and stimulate the construction of multifamily housing with or without an affordable housing requirement.

If the City Council decided to adopt a Multifamily Tax Exemption program within the City, a new chapter would be established within Title 3 DMMC. This chapter would provide the mechanism that would identify the areas subject to the proposed exemption, create project eligibility requirements, establish the length of the exemption, and govern the application review/denial/amendment process.

The draft ordinance before the City Council establishes the legal framework as required by 84.14 RCW for applicants to request a tax exemption to include the establishment of the area within the City eligible for a tax exemption.

The first draft of the proposed ordinance contained two primary limitations: (1) Eight (8) years only without affordable housing requirements and (2) the geographical area is limited to the Pacific Ridge Neighborhood south of South 216<sup>th</sup> Street and north of Kent-Des Moines Road.

During the City Council's October 9, 2008 discussion regarding Draft Ordinance 08-163, some Council Member's expressed concerns which needed to be addressed by further limitations and guidelines. Below is a list of the City Council's three primary concerns expressed at the meeting which staff has attempted to address in the second draft of the MFTE ordinance:

1. The proposed exemption should clearly apply only to Pacific Ridge.

Section 3 of the first draft of the MFTE ordinance has been removed; the information provided in the section was incorporated to the Findings of Fact. These Findings of Fact are specific to the identification of Pacific Ridge only as meeting the requirements established by 84.14 RCW. The former Section 3 is not a required element of the chapter because it simply established the criteria to designate areas outside of Pacific Ridge as a residential targeted area in order to be exempt from property taxes under the new chapter. Also the guideline section was amended from requiring that the property is within a "Residential Targeted Area" to requiring that the property is within the "Pacific Ridge Neighborhood".

2. The proposed exemption could have a negative impact of the City's tax revenues. In order to address this concern, staff added a guideline requiring that the tax exemption does not create a significant tax burden on the City. The guidelines were also amended to require that the property is developed in a manner that increases or preserves property valuation and represents an increased investment in the property that results in an increase in the over-all property values in the area. Staff also added an additional submittal requirement which requires the developer to provide a financial summary

illustrating the financial impacts that would occur if the City granted the tax exemption for a specific project or building.

Finally, both versions of the proposed ordinance require that the City Manager submit a report to the City Council on a yearly basis. The report to the City Council is required to outline development activity, types and numbers of units produced and their locations, rent and sales prices, and other appropriate factors. The reports may also include recommendations on whether any areas should be added or removed and will analyze any issues related to the use of the program for homeownership units.

3. The proposed exemption should only be related to new construction.

The ordinance has been amended to apply to only new construction.

One other noticeable change that was made to the second draft of the proposed MFTE ordinance to improve readability and shorten the length of the new chapter was the adoption of the definitions by reference instead of individually.

During the City Council's October 30, 2008 discussion regarding Draft Ordinance 08-163, some Council Member's expressed additional concerns regarding the area of the exemption and implication for the City's tax levies. Below is a list of the City Council's four primary concerns/questions expressed at the meeting which staff has attempted to address:

1. The area of the exemption should be limited to a sub-area of the Pacific Ridge Neighborhood.

Based on Council's discussion the area of the exemption has been redefined to that area south of South 216<sup>th</sup> Street, north of South 221<sup>st</sup> Street, east of Pacific Highway South, and west of Interstate 5. A map illustrating this geographical area has been included as Exhibit 2 of Draft Ordinance 08-163. Additionally, since the area of the exemption has been reduced the number of units has also been reduced from 5,541 to 3,000 units.

2. How does the tax exemption affect yearly regular levy, special levies and levy lid lifts?

The value of the new construction subject to the exemption would not be included in the calculation of any levy within the City. Once the exemption expires the value of the construction in the 9<sup>th</sup> year would be added as if it was new construction in the 9<sup>th</sup> year. Therefore, the King County Assessor would multiply the value of the construction by the levy rate in the 8<sup>th</sup> year which would then be added to the City's maximum allowed calculation amount plus the 1% maximum increase to determine the City's maximum collection amount in the 9<sup>th</sup> year.

3. The second version of Draft Ordinance 08-163 could still have a negative impact of the City's tax revenues.



In order to address this concern, staff modified the guideline requiring that the tax exemption does not create a significant tax burden on the City. The guideline was amended to require that the "taxes collected during the exemption period shall be sufficient to cover the City's cost required to provide necessary services to the residents of the development." In order to meet this requirement the developer is required to provide a financial analysis illustrating the financial impacts that would occur if the City granted the tax exemption for a specific project or building.

Currently the City receives very little property tax from the area that could apply for the Multifamily Tax Exemption. Based on the 2009 values the assessed value of the property within the exemption area is \$21,904,700 and the assessed value of the current construction is \$31,522,900. Based on the City's 2009 regular levy rate, the City would receive \$32,857 and \$47,284 in property taxes for the land and existing improvements respectively. With the exemption the City would still receive the taxes based on the value on the land; however, it is expected that the amount would be increased due to the new construction. The Thea's Landing project in Tacoma received a similar tax exemption and the property values increased 56% over a 5 year period due to the value of the new construction. The current taxes collected on the existing construction only equals 1% of the City's total collected property tax. Additionally, the most common building in the area is a 4-plex with an assessed value of \$315,000. Given the amount of the existing taxes, increases in the land value, taxes on new commercial structures, and increases in other utility taxes associated with additional units, there would not be a decrease in the amount of total reoccurring taxes collected by the City.

Finally, the proposed ordinance requires that the City Manager submit a report to the City Council on a yearly basis. The report to the City Council is required to outline development activity, types and numbers of units produced and their locations, rent and sales prices, and other appropriate factors. The reports may also include recommendations on whether any areas should be added or removed and will analyze any issues related to the use of the program for homeownership units.

4. A currently proposed project within the exemption area would create a tax burden on the City if the project received a tax exemption.

Based on the financial synopsis prepared by staff and included as Attachment 2, the Waterview Crossing project will not create a tax burden on the City of Des Moines, Highline School District, or South King Fire and Rescue. Actually the three governmental entities will experience an increase in the amount of taxes collected on the property developed as part of the Waterview Crossing project.

As part of this hearing the City Council must also establish the minimum number of units that must be constructed as part of the exemption program as shown by the grey boxes in Section 4 of the ordinance (pg 5 and 6). RCW § 84.14.060 requires that projects have a minimum of 4 units to qualify for the tax exemption; however, the City Council may set a higher minimum unit requirement. Both the Cities of SeaTac and Bremerton require that the project contains a minimum of 20 units.



In addition to establishing the minimum number of units, the City Council may also establish other guidelines within Section 4 of the proposed ordinance. These additional guidelines can tailor the incentive to encourage projects that more closely align with the City's adopted vision for Pacific Ridge. These guidelines may include height, density, public benefit features, number and size of proposed development, type of unit (condominium or apartment) or other adopted requirements indicated necessary by the City pursuant to RCW § 84.14.030. Based on the City Council's October 30, 2008 discussion, there was concurrence that a minimum height should be established as part of the exemption; however, a specific height was not set by the Council. Therefore the City Council must also establish the minimum height that must be constructed as part of the exemption program as shown by the grey boxes in Section 4 of the ordinance (pg 5 and 6).

The objective of the program is to create an incentive that will encourage the construction of market rate multifamily housing at a scale consistent with the vision of the Pacific Ridge Neighborhood by reducing development costs.

#### **Alternatives:**

The City Council has four alternatives:

- (1) The City Council may move Draft Ordinance 08-163 to a second reading.
- (2) The City Council may approve Draft Ordinance 08-163 on first reading.
- (3) The City Council may make additional changes to the ordinance.
- (4) The City Council may decline to act on the ordinance.

#### **Financial Impact:**

New development would add additional construction sales tax revenue, utility tax, B&O tax, real estate excise tax and property tax on increased land value, property tax on the construction of new commercial areas of new mixed use buildings, and full property taxes on pure commercial projects. Adoption of the exemption ordinance does not significantly reduce the amount of property tax currently paid to the City since the building may not be built without the exemption. The primary advantage of the exemption is that it reduces the carrying cost of constructed buildings during the initial leasing period of the buildings and helps to offset upfront development costs. The Market Study also concluded that there are greater criminal justice costs associated with a slower pace of redevelopment cost compared to increase property value due rapid redevelopment at the scale envisioned in the Neighborhood Plan.

#### **Recommendation/Conclusion:**

#### **Concurrence:**

Planning, Building & Public Works and Legal Departments concur.

DRAFT ORDINANCE NO. 08-163  
Development Services Third Draft  
January 2, 2009

AN ORDINANCE OF THE CITY OF DES MOINES, WASHINGTON creating a new Chapter in Title 3 of the DMMC providing a tax exemption as an incentive to facilitate the development of market rate multiple-unit dwellings in the City of Des Moines.

WHEREAS, the State Legislature amended Chapter 84.14 RCW to provide incentives for cities with a population of 15,000 or more to promote construction of multiple-unit dwellings to provide housing; and

WHEREAS, the goal of Chapter 84.14 RCW is to stimulate new multifamily housing in targeted "residentially deficient" areas in order to meet the goals established by the Growth Management Act; and

WHEREAS, as the purpose the Multifamily Tax Exemption as established by Section 84.14.007 RCW is to encourage and stimulate the construction of new multifamily housing opportunities in cities that are required to plan under the Growth Management Act where the governing authority of the affected city has found there is insufficient housing opportunities.

WHEREAS, the City seeks to accomplish the planning goals required under the Growth Management Act, Chapter 36.70A RCW, as implemented by the City's comprehensive plan;

WHEREAS, the City has identified the Pacific Ridge Neighborhood as established in the Des Moines Comprehensive Plan as the area to provide the majority of the new housing necessary to achieve the City's mandated 2020 growth targets; and

WHEREAS, the City seeks to encourage and promote new multifamily developments; and,

WHEREAS, the City seeks to stimulate the construction of new multifamily housing; and

WHEREAS, the City seeks to increase the supply of multifamily housing opportunities within the City; and



**WHEREAS**, Strategy 2-04-08 of Land Use Element of the Des Moines Comprehensive Plan states that the City should "[E]ncourage improvement of the ... Pacific Ridge Neighborhood by working with the business community and other representative organizations to achieve the goals of the City of Des Moines Comprehensive Plan"; and

**WHEREAS**, Policy 7-03-06 of Housing Element of the Des Moines Comprehensive Plan states that the City should, "[P]romote compatible residential development that is affordable to all economic segments of the Des Moines community"; and

**WHEREAS**, the intent of the Pacific Ridge Neighborhood as established by Goal 11-01-01 of Pacific Ridge Element, of the Des Moines Comprehensive Plan is "to transform Pacific Ridge into a new urban community that takes advantage of its geographic location, local and regional transportation linkages, stable soils, and view potential. The transformation of Pacific Ridge will include replacement of lower-scale, existing buildings with new structures that will dramatically enhance the appearance, character, economics, and safety of the area. Pacific Ridge will contain buildings and open spaces designed for pedestrians as well as the motorist. Pacific Ridge will be an area of businesses and residences. New buildings may be five to eight stories in height along Pacific Highway emphasizing retail and office uses. Between the development along Pacific Highway and Interstate 5, buildings may be eight (8) or more stories in height emphasizing residential high-rise home ownership with green open spaces and view corridors. This new community will exhibit superior design features that make Pacific Ridge inviting to residents and businesses, complement other areas of Des Moines, and foster community pride;" and

**WHEREAS**, Policy 11-03-07 of the Pacific Ridge Element of the Des Moines Comprehensive Plan provides that the City should "promote redevelopment of Pacific Ridge properties to attract new or expanded businesses and commercial development to Pacific Ridge,," and

**WHEREAS**, Strategy 11-04-02 of the Pacific Ridge Element of the Des Moines Comprehensive Plan provides that the City should "[E]ncourage land assemblage ... so that larger-scale development proposals can be considered ...", and

**WHEREAS**, Strategy 11-04-04 of the Pacific Ridge Element of the Des Moines Comprehensive Plan states that the City should "Encourage new residential development to offer owner-occupied dwellings;" and

**WHEREAS**, DMMC 18.31.010, et seq. was enacted by the City to implement the Des Moines Comprehensive Plan, Pacific Ridge Neighborhood Improvement Plan, and other adopted policies for the commercial and residential areas of Pacific Ridge, including, inter alia, the transformation of Pacific Ridge into a new urban community that takes advantage of its geographic location, local and regional transportation linkages, and view potential; the replacement of lower-scale, existing buildings with new larger scale and higher structures that will dramatically enhance the appearance, character, economics, and safety of the area; and exhibit superior design features that makes Pacific Ridge inviting to residents and businesses, complements other areas of Des Moines, and fosters community pride; and

**WHEREAS**, other objectives and purposes of DMMC 18.31.010, et. seq., are to, inter alia, provide development regulations to promote redevelopment of properties within Pacific Ridge to create attractive, safe, and desirable areas to work and reside; to establish higher density development to meet or exceed the City's population and employment growth targets specified by the countywide planning policies for King County; and to reduce the social problems caused by the existing structures and land uses such as high crime rates (especially major felony crimes), declining property values, unsafe and undesirable housing conditions, insufficient building and property maintenance, absentee property ownership/management, violation of zoning, construction, and health codes, transient residency, and marginal businesses; and

**WHEREAS**, the SEPA Planned Action evaluated a build out scenario for Pacific Ridge which assumed the development of 5,541 residential units and was adopted by City Ordinance 1298 as required by WAC 197-11-168; and

**WHEREAS**, Pacific Highway South (SR-99) is considered a regional transit corridor by King County METRO and Sound Transit; and



**WHEREAS,** both agencies have plans to expand service into and through the Pacific Ridge Neighborhood (i.e., King County Executive's 'Rapid Ride' program will bring high speed bus transit through the Pacific Ridge along Pacific Highway South and Phase II Sound Transit would extend light rail from SeaTac Airport through the Pacific Ridge Neighborhood; and

**WHEREAS,** the City supports the development of high density multifamily housing that will complement and support high intensity mass transit; and

**WHEREAS,** the area identified as the Pacific Ridge Neighborhood meets the standard of a blighted area as defined in RCW 35.81.015, and

**WHEREAS,** the City Council finds that this ordinance is appropriate and necessary; now therefore,

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

**Section 1. Findings of fact.** The findings of fact set forth in Exhibit 1, attached hereto and incorporated by this reference, are adopted in full by the City Council in support of its decision to designated areas of the Pacific Ridge Neighborhood as geographically illustrated in Exhibit 2 of this Ordinance as a residential target area as required by Chapter 84.14 RCW.

**Section 2. Purpose.**

The purposes of this chapter are:

(1) To achieve the proposes and goals esblished by Section 84.14.007 RCW;

(2) To accomplish the planning goals required under the Growth Management Act, Chapter 36.70A RCW, as implemented by the city's comprehensive plan;

(3) To encourage additional housing in certain areas to support investment in public transit projects.



### Section 3. Definitions.

In construing the provisions of this Chapter, the definitions set forth in RCW 84.14.010, as set forth now or hereafter amended, shall apply, unless modified in this Section. The following definitions shall also apply:

- (1) "Assessor" means the King County Assessor.

**Section 4. Project Eligibility.** To be eligible for exemption from property taxation under this chapter, the property shall satisfy all of the following requirements:

(1) The property must be located in the Pacific Ridge Neighborhood South of South 216<sup>th</sup> Street and North of Kent-Des Moines Road South 221<sup>st</sup> Street as extended westerly to Pacific Highway South, east of Pacific Highway and west of Interstate 5. The area is further geographically illustrated on the map attached as Exhibit 2 to Draft Ordinance 08-163; provided that:

(a) The area consist of two subareas identified as Zone 1 and Zone 2 as geographically illustrated on the map attached as Exhibit 2 to Draft Ordinance 08-163.

(b) If there is a conflict between the above narrative description of the boundaries and Exhibit 2, Exhibit 2 controls.

(ac) If a part of any legal lot is within a Pacific Ridge Neighborhood as shown on Map 1 then the entire lot shall be deemed to lie within exemption area.

(bd) The exemption shall only be available for the first 5,541 3,000 residential units provided that only the units that qualify for the exemption shall count towards maximum of 3,000 units.

(2) The project must be multifamily housing consisting of at ~~at least fifty percent of the space within such residential structure or mixed use development is intended for permanent residential occupancy.~~ within a residential structure or as part of a mixed use development consistent with the following requirements: in which at least fifty percent of the space within such residential structure or mixed use development is intended for permanent residential occupancy.

(a) Zone 1 Standards:

(i) Buildings shall be a minimum of ~~10~~ feet in height as calculated by DMMC 18.31.090(7)(b).

(ii) Building shall contain a minimum of ~~10~~ residential units.

(iii) A minimum of fifty percent of the space within such residential structure or mixed use building shall be for permanent residential occupancy.

(a) Zone 2 Standards:

(i) Buildings shall be a minimum of [REDACTED] feet in height as calculated by DMMC 18.31.090(7)(a).

(ii) Building shall contain a minimum of [REDACTED] residential units.

(iii) A minimum of fifty percent of the space within such residential structure or mixed use building shall be for permanent residential occupancy.

(3) The property shall be developed in a manner that increases or preserves property valuation, and the development of the property must represent an increased investment in the property that results in an increase in the over-all property values in the area.

(4) The exemption taxes collected during the exemption period shall be sufficient to cover the City's cost required to provide necessary services to the residents of the development shall not result in a significant tax burden on other property owners within the City. If taxes collected do not cover the City's cost required to provide necessary services to the residents of the development, the applicant may make a annual payment in-lieu of taxes to cover the estimated difference.

(5) The project shall comply with all applicable zoning requirements, land use regulations, and building and housing code requirements contained in Titles 14, 16, 17, and 18 of the Des Moines Municipal Code.

~~———— (6) For the duration of the exemption granted under this Chapter, the property shall be in full compliance with the provisions of the Des Moines Municipal Code.~~

(7) The construction shall be completed within three years from the date of approval of the application at the exemption by City Council as provided in Section 6.

#### **Section 5. Application Procedure - Fee.**

(1) The owner of property applying for exemption under this chapter shall submit an application to the City Manager or

designee, on a form established by the City Manager or designee. The owner shall verify the application by oath or affirmation. The application shall contain such information as the City Manager or designee may deem necessary or useful, and shall include:

(a) A brief written description of the project and preliminary schematic site and floor plans of the multifamily units and the structure(s) in which they are proposed to be located.

(b) A statement from the owner acknowledging the potential tax liability when the property ceases to be eligible for exemption under this chapter.

(c) A financial report demonstrating the impacts that the tax exemption will have on the City's tax revenues.

(2) At the time of application under this section, the applicant shall pay to the City an initial application fee as established by the City Manager. In addition, at the time of application under this section, the applicant shall pay to the City a fee of one hundred fifty dollars to cover the County Assessor's administrative costs. If the City Manager or designee approves the application pursuant to Section 9, the City shall forward the fee for the county assessor's administrative costs to the County Assessor. If the director denies the application pursuant to Section 9, the city shall refund the fee for the assessor's administrative costs to the applicant.

(3) The City Manager or designee shall notify the applicant within twenty-eight days of the application being filed if the City Manager or designee determines that an application is not complete and shall identify what additional information is required before the application will be complete. Within fourteen days of receiving additional information, the City Manager or designee shall notify the applicant in writing if the City Manager or designee determines that the application is still not complete, and what additional information is necessary. An application shall be deemed to be complete if the City Manager or designee does not notify the applicant in writing by the deadlines in this section that the application is incomplete; however, a determination of completeness does not



preclude the City Manager or designee from requiring additional information during the review process if more information is needed to evaluate the application according to the criteria in this chapter.

(4) The application shall be submitted any time before, but no later than, the date the building or other construction permit is issued under Title 14 DMMC.

**Section 6. Application Review - Issuance of Conditional Certificate - Denial - Appeal.**

(1) The City Manager or designee shall approve or deny an application under this chapter. If the application is approved, the applicant shall enter into a contract with the City, subject to approval by resolution of the City Council, regarding the terms and conditions of the project and eligibility for exemption under this chapter. The City Council's resolution to approve the applicant's contract with the City shall take place within ninety days of the City Manager's or designee's receipt of the completed application. Upon City Council approval of the contract, the City Manager or designee shall execute the contract as approved by the City Council, and shall issue a conditional certificate of acceptance of tax exemption. The conditional certificate shall expire three years from the date of approval unless an extension is granted as provided in this chapter.

(2) If the application is denied, the City Manager or designee shall state in writing the reasons for the denial and send notice of denial to the applicant's last known address within ten days of the denial.

(3) An applicant may appeal the City Manager's or designee's denial of the application to the City Council by filing a notice of appeal with the City Clerk along with the appeal fee as established by City Manager within thirty days of the date of the denial. The appeal before the City Council shall be based upon the record before the City Manager or designee, and the City Manager's or designee's decision shall be upheld unless the applicant can show that there is no substantial evidence on the record to support the City Manager's

or designee's decision. The City Council's decision on appeal is final.

**Section 7. Amendment of Contract.**

(1) Any applicant seeking amendment(s) to the contract approved by the City Council may do so by submitting a request in writing to the City Manager or designee at any time within three years of the date of the City Council's approval of the contract.

(2) The City Manager or designee shall have authority to approve amendments to the contract between the applicant and the City that are reasonably within the scope and intent of the contract approved by the City Council. Amendments that are not reasonably within the scope and intent of the approved contract, as determined by the City Manager or designee shall be submitted to the City Council for approval by resolution.

(3) Any applicant seeking amendments to the approved contract, which in the sole discretion of the City Manager or designee require approval by the City Council, shall pay to the City an amendment application fee as established by the City Manager.

(4) The date for expiration of the Conditional Certificate shall not be extended by contract amendment unless all the conditions for extension set forth in Section 8(1) and (2) are met and the City Council specifically approves the extension.

**Section 8. Extension of Conditional Certificate.** The conditional certificate may be extended for a period not to exceed twenty-four consecutive months. The applicant shall submit a written request stating the grounds for the extension together with a fee as established by the City Manager. The City may grant an extension if the City Council determines that:

(1) The anticipated failure to complete construction within the required time period is due to circumstances beyond the control of the owner;



(2) The owner has been acting and could reasonably be expected to continue to act in good faith and with due diligence; and

(3) All the conditions of the original contract between the applicant and the City will be satisfied upon completion of the project.

**Section 9. Final Certificate - Application - Issuance - Denial - Appeal.**

(1) Upon completion of the construction as provided in the contract between the applicant and the City, and upon issuance of a Certificate of Occupancy, the applicant may request a final certificate of tax exemption. The applicant shall file with the City Manager or designee such information as the director may deem necessary or useful to evaluate eligibility for the final certificate, and shall include:

(a) A statement of expenditures made with respect to each multifamily housing unit and the total expenditures made with respect to the entire property.

(b) A description of the completed work and a statement of qualification for the exemption.

(c) A statement that the work was completed within the required three-year period or any approved extension.

(2) Within thirty days of receipt of all materials required for a final certificate, the City Manager or designee shall determine whether the work completed is consistent with the application and contract approved by the City Council and is qualified for limited exemption under Chapter 84.14 RCW, and which specific improvements completed meet the requirements of this chapter and the required findings of Section 84.14.060 RCW.

(3) If the City Manager or designee determines that the project has been completed in accordance with subsection (1) of this section, the City shall file a final certificate of tax exemption with the assessor within ten days of the expiration of the thirty-day period provided under subsection (2) of this section.



(4) The City Manager or designee is authorized to cause to be recorded, or to require the applicant or owner to record, in the real property records of the King County department of records and elections, the contract which the City required under Section 6(1), and such other document(s) as will identify such terms and conditions of eligibility for exemption under this chapter as the City Manager or designee deems appropriate for recording.

(5) The City Manager or designee shall notify the applicant in writing that the City will not file a final certificate if the City Manager or designee determines that the project was not completed within the required three-year period or any approved extension or was not completed in accordance with subsection (2) of this section or if the City Manager or designee determines that the owner's property is not otherwise qualified under this chapter or if the owner and the City Manager or designee cannot agree on the allocation of the value of the improvements allocated to the exempt portion of the new construction in mixed use new construction.

(6) Within thirty days of the date of notice of denial of final certificate, the applicant may file a notice of appeal with the City Clerk along with the appeal fee as established by the City Manager specifying the factual and legal basis for the appeal. The appeal shall be heard by the City's Hearing Examiner pursuant to Section 12.

#### **Section 10. Exemption - Duration - Limitations.**

(1) The value of new housing construction qualifying under this chapter shall be exempt from ad valorem property taxation for eight successive years as provided in RCW 84.14.020(1)(a)(ii)(A).

(2) The exemption established in subsection 1 of this Section does not apply to:

(a) The value of land and non-housing related improvements constructed as part of a mixed use structure.

(b) To increases in assessed valuation of land and non-qualifying improvements.

(c) To increases made by lawful order of the King County board of equalization, Washington State Department of Revenue, State Board of Tax Appeals, or King County, to a class

of property throughout the county or a specific area of the county to achieve uniformity of assessment or appraisal as required by law.

**Section 11. Annual Certification - Cancellation of Exemption.**

(1) A property that receives a tax exemption under this chapter shall continue to comply with the contract and the requirements of this chapter in order to retain its property tax exemption.

(2) Within thirty days after the first anniversary of the date the City filed the final certificate of tax exemption and each year thereafter, for a period of eight years, the property owner shall file a certification with the City Manager or designee, verified upon oath or affirmation, which shall contain such information as the City Manager or designee may deem necessary or useful, and shall include the following information:

(a) A statement of occupancy and vacancy of the multifamily units during the previous year.

(b) A certification that the property has not changed use and that the property has been in compliance with the requirements set forth in Chapter 84.14 RCW since the date of filing of the final certificate of tax exemption, and continues to be in compliance with the contract with the city and the requirements of this chapter.

(c) A description of any improvements or changes to the property made after the filing of the final certificate or last declaration, as applicable.

(d) Any additional information requested by the City Manager or designee in regards to the units receiving a tax exemption.

(3) Failure to submit the annual declaration may result in cancellation of the tax exemption.

(4) For the duration of the exemption granted under this chapter, the property shall have no violation of applicable

zoning requirements, land use regulations, and building and housing code requirements contained in Titles 14 and 18 DMMC for which the designated City Department shall have issued a notice of violation or notice of civil infraction that is not resolved by a certificate of compliance, certificate of release, or withdrawal within the time period for compliance provided in such notice of violation or notice of civil infraction and any extension of the time period for compliance granted by the City Manager or designee.

(5) If the owner intends to convert the multifamily housing to another use, or any other condition to exemption, the owner shall notify the City Manager or designee and the county assessor within sixty days of the change in use or intended discontinuance. Upon such change in use, the tax exemption shall be canceled and additional taxes, interest and penalty imposed pursuant to state law.

(6) The City Manager or designee shall cancel the tax exemption for any property that no longer complies with the terms of the contract or with the requirements of this chapter. Upon cancellation, additional taxes, interest and penalties may be imposed pursuant to state law. Upon determining that a tax exemption shall be canceled, the City Manager or designee shall notify the property owner by certified mail, return receipt requested. The property owner may appeal the determination by filing a notice of appeal with the City Clerk along with the appeal fee established by the City Manager within thirty days of the date of notice of cancellation, specifying the factual and legal basis for the appeal. The appeal shall be heard by the City's Hearing Examiner pursuant to Section 12.

#### **Section 12. Appeals to the Hearing Examiner.**

(1) The City's Hearing Examiner is provided jurisdiction to hear appeals of the decisions of the City Manager or designee on the final certificate of tax exemption and cancellation thereof.

(2) The Hearing Examiner procedures established by Chapter 18.94 DMMC shall apply to hearings under this chapter to the extent they are consistent with the requirement of this chapter and Chapter 84.14 RCW. The Hearing Examiner shall give substantial weight to the City Manager's or designee's decision



and the burden of overcoming the weight shall be on the appellant. The decision of the Hearing Examiner shall constitute the final decision of the City. An aggrieved party may appeal the decision to King County Superior Court under RCW 34.05.510 through 34.05.598 if the appeal is properly filed within thirty days of the date of the notification by the City to the appellant of that decision.

**Section 13. Annual Reporting.**

(1) Annually by December 31st of each year the City shall report to the Department of Community, Trade, and Economic Development information required pursuant to RCW 84.14.100(2)

(2) The City Manager or designee shall review the program established by this chapter and provide a report to the City Council outlining development activity, types and numbers of units produced and their locations, rent and sales prices, and other appropriate factors. These reports may include recommendations on whether any neighborhoods should be added or removed and will analyze any issues related to the use of the program for homeownership units. The annual report shall be submitted to the City Council no later than March 30th of each year the program is in effect, starting in 2010; each report shall include information for the previous year

**Sec. 14. Codification.** Sections 2 through 13 of this ordinance shall constitute a new chapter 3.92 DMMC entitled "Multifamily Tax Exemption."

**Sec. 15. 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.

**Sec. 16. Effective Date.** This ordinance shall be in full force and effect thirty (30) days after its passage and approval in accordance with law.

**PASSED BY** the City Council of the City of Des Moines this \_\_\_\_\_ day of \_\_\_\_\_, 2009 and signed in authentication thereof this \_\_\_\_\_ day of \_\_\_\_\_, 2009.

\_\_\_\_\_  
M A Y O R

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

ATTEST:

\_\_\_\_\_  
City Clerk

Effective Date: \_\_\_\_\_

Published: \_\_\_\_\_

# EXHIBIT 1

## FINDINGS OF FACT

RESOLUTION NO.08-163,

October 21, 2008

The Des Moines City Council, in support of its decision to designate areas of the Pacific Ridge Neighborhood as geographically illustrated in Exhibit 2 of this Ordinance as a residential target area as required by Chapter 84.14 RCW and in consideration of information communicated during a public hearing hereby finds:

1. Strategy 2-04-08 of Land Use Element of the Des Moines Comprehensive Plan states that the City should "[E]ncourage improvement of the ... Pacific Ridge Neighborhood by working with the business community and other representative organizations to achieve the goals of the City of Des Moines Comprehensive Plan
2. Policy 7-03-06 of Housing Element of the Des Moines Comprehensive Plan states that the City should, "[P]romote compatible residential development that is affordable to all economic segments of the Des Moines community"
3. The intent of the Pacific Ridge Neighborhood as established by Goal 11-01-01 of Pacific Ridge Element, of the Des Moines Comprehensive Plan is "to transform Pacific Ridge into a new urban community that takes advantage of its geographic location, local and regional transportation linkages, stable soils, and view potential. The transformation of Pacific Ridge will include replacement of lower-scale, existing buildings with new structures that will dramatically enhance the appearance, character, economics, and safety of the area. Pacific Ridge will contain buildings and open spaces designed for pedestrians as well as the motorist. Pacific Ridge will be an area of businesses and residences. New buildings may be five to eight stories in height along Pacific Highway emphasizing retail and office uses. Between the development along Pacific Highway and Interstate 5, buildings may be eight (8) or more stories in height emphasizing residential high-rise home ownership with green open spaces and view corridors. This new community will exhibit superior design features that make Pacific Ridge inviting to residents and businesses, complement other areas of Des Moines, and foster community pride."



4. Policy 11-03-07 of the Pacific Ridge Element of the Des Moines Comprehensive Plan provides that the City should "promote redevelopment of Pacific Ridge properties to attract new or expanded businesses and commercial development to Pacific Ridge."
5. Strategy 11-04-02 of the Pacific Ridge Element of the Des Moines Comprehensive Plan provides that the City should "[E]ncourage land assemblage ... so that larger-scale development proposals can be considered ...".
6. Strategy 11-04-04 of the Pacific Ridge Element of the Des Moines Comprehensive Plan states that the City should "Encourage new residential development to offer owner-occupied dwellings."
7. DMMC 18.31.010, et seq. was enacted by the City to implement the Des Moines Comprehensive Plan, Pacific Ridge Neighborhood Improvement Plan, and other adopted policies for the commercial and residential areas of Pacific Ridge, including, inter alia, the transformation of Pacific Ridge into a new urban community that takes advantage of its geographic location, local and regional transportation linkages, and view potential; the replacement of lower-scale, existing buildings with new larger scale and higher structures that will dramatically enhance the appearance, character, economics, and safety of the area; and exhibit superior design features that makes Pacific Ridge inviting to residents and businesses, complements other areas of Des Moines, and fosters community pride.
8. Other objectives and purposes of DMMC 18.31.010, et. seq., are to, inter alia, provide development regulations to promote redevelopment of properties within Pacific Ridge to create attractive, safe, and desirable areas to work and reside; to establish higher density development to meet or exceed the City's population and employment growth targets specified by the countywide planning policies for King County; and to reduce the social problems caused by the existing structures and land uses such as high crime rates (especially major felony crimes), declining property values, unsafe and undesirable housing conditions, insufficient building and property maintenance, absentee property ownership/management, violation of zoning,

construction, and health codes, transient residency, and marginal businesses; and

9. The Pacific Ridge Neighborhoods is within an urban center as defined by RCW 84.14.010(16).
10. RCW 84.14.010(16) defines "Urban center" as a compact identifiable district where urban residents may obtain a variety of products and services. An urban center must contain: (a) Several existing or previous, or both, business establishments that may include but are not limited to shops, offices, banks, restaurants, governmental agencies (b) Adequate public facilities including streets, sidewalks, lighting, transit, domestic water, and sanitary sewer systems; and (c) A mixture of uses and activities that may include housing, recreation, and cultural activities in association with either commercial or office, or both, use.
11. The City has identified the Pacific Ridge Neighborhood as established in the Des Moines Comprehensive Plan as the area to provide the majority of the new housing necessary to achieve the City's mandated 2020 growth targets
12. The Pacific Ridge Neighborhood lacks sufficient available, desirable and convenient residential housing to meet the needs of the public who would be likely to live in the area if, desirable, attractive and livable residences were available.
13. Providing additional housing opportunity in the Pacific Ridge Neighborhood will assist in achieving the following purposes:
  - a. Encourage increased residential opportunities within the city.
  - b. Stimulate the construction of new multifamily housing.
14. Additional housing in the Pacific Ridge Neighborhood will attract and maintain an increase in the number of permanent residents.



15. Increasing permanent residential population in the Pacific Ridge Neighborhood is critical to achieving the planning goals mandated by the Growth Management Act under Chapter 36.70A RCW, as implemented through the City's Comprehensive Plan.
16. Encouraging additional housing in the Pacific Ridge Neighborhood supports plans for significant public investment provided for in Sound Transit's ST2 plan and Metro Transit's Bus Rapid Transit (BRT) program.
17. Encouraging additional housing in the Pacific Ridge Neighborhood supports the City's goal of achieving a better jobs and housing balance.
18. The area identified as the Pacific Ridge Neighborhood meets the standard of a blighted area as defined RCW 35.81.015(2).
19. RCW 35.81.015(2) defines "Blighted area" as an area which, by reason of the substantial physical dilapidation, deterioration, defective construction, material, and arrangement and/or age or obsolescence of buildings or improvements, whether residential or nonresidential, inadequate provision for ventilation, light, proper sanitary facilities, or open spaces as determined by competent appraisers on the basis of an examination of the building standards of the municipality; inappropriate uses of land or buildings; existence of overcrowding of buildings or structures; defective or inadequate street layout; faulty lot layout in relation to size, adequacy, accessibility or usefulness; excessive land coverage; insanitary or unsafe conditions; deterioration of site; existence of hazardous soils, substances, or materials; diversity of ownership; tax or special assessment delinquency exceeding the fair value of the land; defective or unusual conditions of title; improper subdivision or obsolete platting; existence of persistent and high levels of unemployment or poverty within the area; or the existence of conditions that endanger life or property by fire or other causes, or any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency or crime; substantially impairs or arrests the sound growth of the municipality or its environs, or retards the provision of housing accommodations; constitutes an economic or social



liability; and/or is detrimental, or constitutes a menace, to the public health, safety, welfare, or morals in its present condition and use.

20. The tax exemption is necessary to facilitate and encourage re-development within a blighted area.
21. The tax exemption is necessary to facilitate the transforming the Pacific Ridge Neighborhood into a new urban community taking advantage of its geographic location, local and regional transportation linkages, and view potential.
22. The tax exemption is necessary to replace lower-scale, existing buildings with new larger scale and higher structures that will dramatically enhance the appearance, character, economics, and safety of the area; and exhibit superior design features making Pacific Ridge inviting to residents and businesses.
23. The existing pattern of land use and building size represents low-scale, suburban, automobile-oriented activities that do not contribute to realization of the City Council's vision for Pacific Ridge.
24. Many of the properties and buildings within Pacific Ridge, by reason of substantial physical dilapidation, age, obsolescence of buildings or improvements, unsanitary or unsafe conditions, absentee ownership, high rates of transience, or the existence of conditions which endanger life or property by fire or other causes, or any combination of such factors, is conducive to ill health, juvenile delinquency, and criminal activity including gang violence, drug possession and distribution, domestic violence, prostitution, assault, battery, and theft
25. The conditions within Pacific Ridge substantially impair the sound growth of the City, retard the provision of safe and desirable housing conditions, decrease property values, discourage financial investment, and are detrimental to the public health, safety, welfare, and morals, and

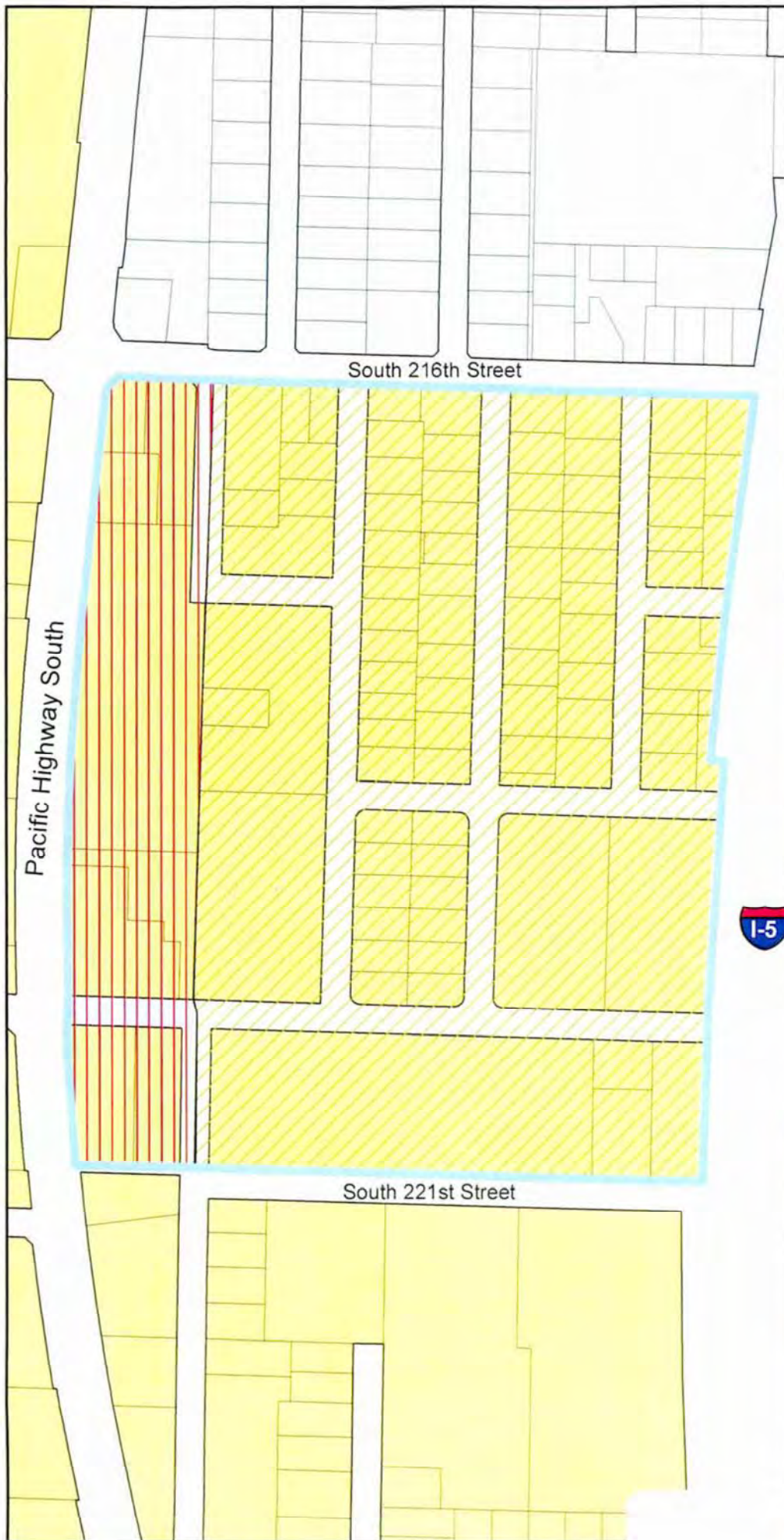


**Exhibit 2**  
**Draft Ord. 08-163**

Multifamily Tax  
Exemption Boundaries  
Pacific Ridge Neighborhood

**Legend**

- Exemption Boundaries
- Zone 1
- Zone 2



21630 11th Ave S  
Des Moines, WA 98198-6398  
BURNIP / 2008-08-163 / 1 / 0001 / 0001 / 0001 / 0001



# Waterview Crossing Financial Synopsis

Jason Sullivan  
Land Use Planner II

January 5, 2009



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## 1: Introduction

### 1.1 Purpose

The purpose of this synopsis is evaluate the potential tax related impacts of the project commonly referred to as "Waterview Crossing" if the project were to receive a multi-year tax exemption for the residential components of the project. The synopsis is intended to provide some context regarding what is on the ground today, and to facilitate the discussion of the Multi-Family Tax Exemption Ordinance proposed as part of Draft Ordinance 08-163. Please note that the information is preliminary and subject to change based on further analysis and data verification.

### 1.2 Objectives

The objectives of this synopsis are:

- A. Determine current tax revenue of Waterview Crossing properties.
- B. Determine future tax revenues of the Waterview Crossing properties with the proposed Multi-Family Tax Exemption
- C. Evaluate the potential impacts on the City of Des Moines (Police Department, General Governmental Services, and the Parks and Senior Services Department), Highline School District, and South King Fire and Rescue

### 1.3 Sources Utilized

The sources utilized in this synopsis are:

- A. Market Study for Waterview Crossing prepared by New Home Trends dated March 2008
- B. Waterview Crossing Development Package prepared by Ankrom Moisan Architects dated April 22, 2008
- C. City of Des Moines Pacific Ridge Neighborhood Plan and Integrated Draft Environmental Impact Statement prepared by Madrona Planning & Development Services, The Transpo Group, and Markers dated May 24, 2000
- D. Office of Financial Management Population Projections dated June 20, 2008



- E. King County Assessor's Website
- F. City of Des Moines Finance Department

#### 1.4 Jurisdictional Context

On July 13, 2000, the City Council adopted Ordinance No. 1267, establishing the Pacific Ridge Neighborhood to promote redevelopment of properties primarily east of Pacific Highway South. The City has envisioned transforming the Pacific Ridge Neighborhood into an urban community through the replacement of lower-scale, existing buildings with new structures that will dramatically enhance the appearance, character, economics, and safety of the area.

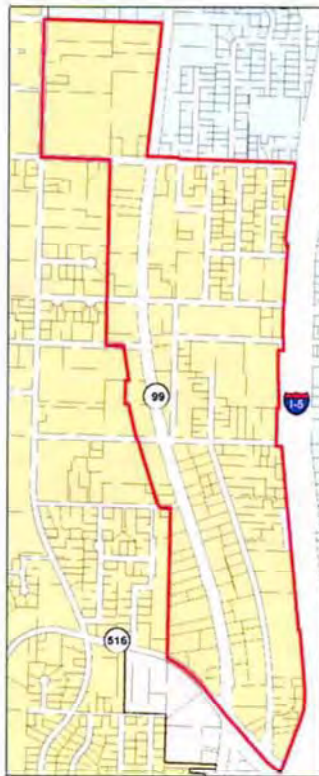


Figure 1.1 Pacific Ridge Neighborhood

One of the primary challenges in realizing redevelopment consistent with the vision of the *City of Des Moines Pacific Ridge Neighborhood Plan and Integrated Draft Environmental Impact Statement* (Pacific Ridge NIP) identified in Chapter 3: *Market Influence and Analysis* (Market Study) is Pacific Ridge's lack of a track record in developing Class A office space and high density market rate residential projects. The Market Study also identifies the need for additional infrastructure capacity required for higher density land uses and recognizes that the lack of supporting and compatible uses will be significant challenges facing the "pioneering" developers in the Pacific Ridge Neighborhood. These disincentives were predicted to increase property development costs significantly and reduce the economic advantage of the relatively inexpensive land, thus significantly reducing the economic incentive to redevelop Pacific Ridge.

To overcome these disincentives the City has taken three steps. First, the City approved a SEPA Planned Action reducing the cost and time associated with the lengthy environmental review process. Second, the City has exempted all residential developments east of Pacific Highway from the Citywide Traffic Impact fee provided that the residential developments are still required to pay the Pacific Ridge Traffic Impact Fee. Third, the City established a reduced fee schedule for large scale projects within the Pacific Ridge. However, these measures have not resulted in the development envisioned in the Pacific Ridge Neighborhood Improvement Plan. Therefore, the City is considering additional incentives to facilitate redevelopment consistent with the Pacific Ridge Neighborhood Improvement Plan.

On January 15, 2009, the City of Des Moines will be considering implementation of the Multifamily Property Tax Exemption as authorized by RCW 84.14 in order to create an additional incentive to facilitate redevelopment. It is expected that this incentive will overcome the increased property development costs associated with additional infrastructure capacity required for higher density and the risk of investing in an area without a proven historical track record for high end office space and high density residential development.

However, this exemption would apply only to a portion of the Pacific Ridge Neighborhood as illustrated below:



Figure 1.2 MFTE Area within Pacific Ridge



## 1.5 Study Area

The Waterview Crossing property presently consists of several separate contiguous tax lots and is located within the Pacific Ridge neighborhood of the City and is bordered on the west by Pacific Highway South, on the east by 29th Ave. South, on the south by South 220th St., and to the north by South 218th St. and the northern boundary of King County Tax Parcel No. 2156400280. Below is a geographical illustration of the Waterview Crossing property:



Figure 1.3 - Waterview Crossing Boundaries

## 2: Background

### 2.1 Current Development

The site is a 10.47 acre property consisting of three separate mobile home parks with approximately 93 mobile homes, three single-family residential homes, a residential garage, and a laundry building. However, based on the site plans submitted to the City the mobile home parks have a maximum capacity of 140 units. Based on the 2008 OFM data, there are approximately 230 individuals living within the area which could increase to 343 given the maximum capacity of the existing development. The portion of the property at the corner of



Pacific Highway South and South 220<sup>th</sup> Street is a vacant commercial lot previously used for car rentals.

## **2.2 Proposed Development**

The proposed Waterview Crossing project consists of 10 buildings containing 1600 residential units and 130,000 square feet of commercial development along with associated parking garages to serve the proposed development. The primary buyers and tenants within the Waterview Crossing project will be 20% single (10% 25 – 54 & 10% over 55 – 85), 20 % couples without children, 25% empty nesters without children, and 15 % retirees according to study completed by New Home Trends. Therefore, approximately 2,880 individuals will reside within the project area; representing an increase of 2,650 individuals.

The developer has indicated that the project will be broken into two phases; Phase I will include the building adjacent to Pacific Highway South and Phase II will include the buildings adjacent to 29<sup>th</sup> Avenue South.

Phase I consists of mixed-use buildings and pure commercial structures with approximately 570 residential units with an approximate square footage of 750 square feet per unit. Approximately 130,000 square feet of commercial development will also be constructed during this phase.

Phase II consists primarily of residential structures with approximately 1030 residential units with an approximate square footage of 900 square feet per unit.

## **3: Financial Assessment**

### **3.1 Limitation**

The proposed Waterview Crossing project is a long-term project consisting of 10 buildings constructed over the next 10 years. Therefore, the impacts and revenues would not likely occur in the same construction year. However, for the purpose of this synopsis and for a simple comparative assessment the evaluation uses the levy rates and the taxes that will be collected in 2009 and compares the amounts assuming the same 2009 levy rates for the project as if it was a completed project in 2010. The hypothetical assessed value was determined utilizing the City's adopted building valuation guidelines used to determine building permit values.

### **3.2 City of Des Moines**

According to the King County Assessor, the subject property's 2009 assessed value is \$8,227,500 which represents an 82% increase from the 2008 assessed value. This dramatic increase is probably attributable to the recent purchase price for the subject property. However, the existing structures have a 2009 assessed value of \$255,800 which is a 45%



decrease from the 2008 assessed value. It is anticipated that the assessed value of the current structures will continue to decrease over time while the land values will continue to see increases in the overall value.

Between 2007 and 2008, the property taxes collected on the project site went from \$6,863 to \$7,518: an increase of approximately 10%. However, due to the recent large increase in the assessed value of the property as a result of the recent purchase and proposed development the property taxes collected jumped 60% from 2008 to 2009. Based on the City's 2009 levy rate and assessed value, the City will collect approximately \$11,683 in property taxes based on the value of the land and \$363 property taxes based on the value of the existing improvements for a total of \$12,046.

Additionally, the City will collect approximately \$23,250 in utility taxes. Therefore, the City will collect a total of \$35,296 in taxes to support City operations which roughly translates into \$153 per person for the 230 current residents.

Waterview Crossing represents a significant investment in property with a residential construction value of \$285,326,886 and a commercial construction value of \$35,925,432 based on the conceptual program schedule developed by Ankrom Moisan Architects and the City's adopted building evaluation guidelines. It is also anticipated that the City will see a 30% increase in the property values associated with the new construction. This increase is extremely conservative given the recent 82% increase primarily due to the recent purchase price.

With the Multifamily Tax Exemption and the estimated assessed values, the City will collect approximately \$15,280 in property taxes based on the value of the land and \$51,014 in property taxes based on the value of the proposed commercial improvements. Additionally, the City will collect approximately \$400,000 in utility taxes. Therefore, the City will collect a total of \$466,294 in taxes to support City operations which roughly translates into \$162 per person for the 2880 future residents.

### **3.2.1 Police Services**

One of the primary goals of the Pacific Ridge Neighborhood Improvement Plan (NIP) was to encourage redevelopment so that the amount of Police Services needed to serve the area is decreased to the City wide average. At the time that the Pacific Ridge NIP was approved the Pacific Ridge Neighborhood generated 1.85 calls for service per capita, compared to a City-wide rate of 0.78 calls per capita.

The construction of the Waterview Crossing project is key to the redevelopment of the entire the Pacific Ridge Neighborhood. According to the Pacific Ridge NIP, redevelopment of the parcels containing the existing trailer parks will shape and dramatically influence the character and future of the Pacific Ridge. Therefore, upon completion of the Waterview Crossing project, there should be a reduction in amount of Police Services directed toward the area.



In 2008, 41.6% of the City's General Fund Budget was directed towards the Police Department; it is anticipated that this percentage will not significantly change in 2009. Based on the assessed value, 2009 projected tax collections, and anticipated budget percentages, approximately \$14,683 of the \$35,296 property and utility taxes that will be collected by the City in 2009 will be used to support Police services, which translates into \$64 per person per year for the 230 current residents.

As a result of the proposed project and the Multifamily Tax Exemption, this amount will significantly increase to approximately \$193,978 of the property and utility taxes collected by the City which translates into \$67 per person per year.

Given the anticipated reduction in the need for Police Services in the area and the increased tax revenue on a per capita basis, the City will receive sufficient tax revenue to continue the same level of Police Services as currently provided by the City.

### **3.2.2 Parks and Senior Services**

As part of the Waterview Crossing project the developer is required to provide on-site recreational opportunities to meet the needs of the residents of the project. In addition the developer has indicated that some of the common areas will be open to the general public. All of the common space developed within the project will be privately owned and maintained; therefore, these spaces will not require the expenditures of City funds.

Long term there will be a need to develop and enhance parks with the areas to meet this City's goal of 8.5 acres per 1,000 population established by the Parks, Recreation, and Open Space Element of the Des Moines Comprehensive Plan. The City's primary funding source for the expansion and development of public parks within the City is Real Estates Excise Tax (REET). This funding source will not be impacted by the Multifamily Tax Exemption; the City would still collect REET on the sale of the property, the commercial components and the residential units.

The actual construction will not automatically create the need for additional parks maintenance staff since the project does not increase the amount of parks currently maintained by the City.

In 2008, 8.6% of the City's General Fund Budget was directed towards Parks and Senior Services; it is anticipated that this percentage will not significantly change in 2009. Based on the assessed value, 2009 projected tax collections, and anticipated budget percentages approximately \$3,035 of the property and utility taxes of the \$35,296 property and utility taxes that will be collected by the City in 2009 will be used to support Parks and Senior Services, which translates into \$13 per person per year for the 230 current residents.

As a result of the proposed project and the Multifamily Tax Exemption, this amount will significantly increase to approximately \$40,101 of the property and utility taxes collected by



the City which translates into \$14 per person per year. Therefore, the City will receive sufficient tax revenue to continue the same level of Parks and Senior Services operations as currently provided by the City.

### **3.3 South King Fire and Rescue**

Between 2007 and 2008, the property taxes collected on the project site went from \$6,863 to \$7,518: an increase of approximately 16%. However, due to the recent large increase in the assessed value of the property as a result of the recent purchase and proposed development the property taxes collected jumped 87% from 2008 to 2009. The 2009 combined levy rate for South King Fire and Rescue is \$1.65 (\$1.50 regular levy and \$0.15 bond) per \$1,000 of assessed value; therefore, the District will collect approximately \$13,658 in property taxes based on the value of the land and \$422 property taxes based on the value of the existing improvements for a total of \$14,080.

Construction of the Waterview Crossing project will result in the collection of approximately \$17,775 in property taxes based on the value of the land and \$59,277 in property taxes based on the value of the proposed commercial improvements. This revenue assumes the passage of the Multifamily Tax Exemption.

As result of the project and the tax exemption, South King Fire and Rescue will experience a 447% increase in the amount of revenue collected from the project site.

Based on the information recently provided during the initial review of the Waterview Crossing Planned Unit Development, South King Fire and Rescue has indicated that there are not impacts to South King Fire and Rescue due to the proposed population increase related to the proposed development.

There could be the need for additional equipment and training to provide fire protection services for the high-rise buildings. However, it is anticipated that this impact will be evaluated and appropriate mitigation determined during the review of the proposed Waterview Crossing Planned Unit Development.

Therefore, the Multifamily Tax Exemption would not have a significant negative impact South King Fire and Rescue.

### **3.4 Highline School District**

Between 2007 and 2008, the property taxes collected on the project site went from \$17,285 to \$20,197: an increase of approximately 17%. However, due to the recent large increase in the assessed value of the property as a result of the recent purchase and proposed development the property taxes collected jumped 83% from 2008 to 2009. The 2009 combined levy rate for the Highline School District is approximately \$4.35 per \$1,000 of assessed value; therefore, the District will collect approximately \$35,789 in property taxes based on the

value of the land and \$1,112 property taxes based on the value of the existing improvements.

The \$36,901 in taxes that the School District receives from this site is utilized to provide educational services for the approximately 90 students that currently reside within the proposed project's boundary.

Construction of the Waterview Crossing project will result in the collection of approximately \$46,809 in property taxes based on the value of the land and \$156,276 in property taxes based on the value of the proposed commercial improvements. This revenue assumes the passage of the Multifamily Tax Exemption.

Additionally, the demographic numbers provided in the New Home Trends report demonstrate that the project site will not contribute substantial numbers of students to the schools within the Highline School District. Given the current house mix and the nature of the proposed development, the number of students generated from this site will actually decrease over the current rates by approximately 50% to 60%.

As a result of the project and the tax exemption, the School District will experience a 450% increase in the amount of revenue collect from the project site and a net decrease in the number of students generated from the project site. Therefore, the Multifamily Tax Exemption will not negatively impact the ability of the School District to provided educational services to the community.

## AGENDA ITEM

### BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Passenger Ferry Service Update

FOR AGENDA OF: January 15, 2009

ATTACHMENTS:

1. Extracts from Final Puget Sound Regional Passenger-Only Ferry Reports and Presentation
2. Extracts from King County Ferry District Website and Reports

DEPT. OF ORIGIN: Planning, Building & Public Works

DATE SUBMITTED: January 2, 2009

CLEARANCES:

- [X] Planning, Building & Public Works HA  
[X] Marina \_\_\_\_\_  
[X] Parks, Recreation & Senior Services \_\_\_\_\_

APPROVED BY CITY MANAGER  
FOR SUBMITTAL: HA

#### Purpose and Recommendation

The purpose of this agenda item is to update the City Council on passenger-only ferry (POF) study conclusions, identify Council concerns about making Des Moines a POF destination, and seek Council approval on a policy position for the City of Des Moines being included in a two year POF demonstration project by the King County Ferry District.

#### Suggested Motion

"I move that the City Council support a King County Ferry District passenger-only ferry demonstration project between the Des Moines Marina and Pier 50 in Seattle beginning in either 2010 or 2011 to provide additional transportation options across King County's waterways, serve as an emergency alternative when roadways are closed, encourage regional economic development, better connect communities, and promote tourism and economic development benefiting Des Moines."

#### Background

In the Transportation Element of the City's Comprehensive Plan, the City Council adopted Strategy 3-04-02(5) "Public Transportation" which states that the City should "[E]ncourage and support water-based transportation services that benefits Des Moines and the larger region." Additionally Strategy 3-04-02(4) "Public Transportation" states that the City should "[M]onitor regional plans for high capacity transit and seek to extend the regional transit system or provide convenient connections with the system to serve Des Moines.



A briefing on the status of the Puget Sound Regional Council (PSRC)-sponsored POF service feasibility study and the recent establishment of the King County Ferry District was presented to the Council on January 10, 2008.

Last summer, PSRC recently completed a feasibility study on the implementation of POF routes throughout the Puget Sound from Bellingham to Olympia. The study was designed to provide the technical basis to strengthen **PSRC Destination 2030** policies, programs and projects, and criteria by improving:

1. Coordination of state, regional and local ferry system investments
2. Integration of ferry operations with transit, roadway, and non-motorized improvements
3. Guidance for ferry-oriented development and land use near ferry terminals
4. Planning to address local land use and transportation impacts in ferry terminal communities
5. The technical capabilities in the area of ferry system demand forecasting, and travel demand modeling and analysis, that will aid in prioritization of projects and programs

Nine tasks were accomplished by the study. A proposed regional strategy (#8) and an analysis of landside access issues and improvements needed to support the most promising POF routes carefully evaluated the opportunities and impacts for the City of Des Moines. Extracts of those reports affecting Des Moines are in Attachment 1.

The PSRC analysis identified two feasible POF routes affecting Des Moines:

- Medium Term – Airport-oriented connection from Bainbridge to Des Moines providing hourly peak hour and 90 minute off-peak service on weekdays and 2 hour weekend service. PSRC models suggest daily 1-way weekday rider ship of 270 and weekend rider ship of 108 (for a total of 80,568 annual trips), and a 33% time savings for riders.
- Longer Term – Commuter-oriented link from Des Moines to Seattle providing 90 minute peak hour service on weekdays and no weekend service (for a total of 15,240 annual trips). PSRC models suggest weekday rider ship of 60 and an extra 44% longer commute than by car via SR 99 and SR 509.

POF vessels would be standardized (e.g., 149-passenger) for local needs providing low wake, bow loading with the opportunity to support the local economy. Terminals would also have standardized designs, and in Des Moines' case would most likely be located on a flat dock connected to the existing fishing pier at the Marina. It is expected that a direct shuttle link will be available between the Des Moines terminal and Sea-Tac Airport. In the long-term, construction of a parking structure may be needed to help in managing the demand for parking from the Marina, Beach Park and ferry users. The Study also suggests a needed park-and-ride north of Des Moines to support POF service.

The Study identifies \$6 to \$10 million of improvement costs for terminal, waiting areas, and supporting park-n-ride facilities. These funds could come from a variety of non-City sources to include the Port of Seattle, Federal transportation funds such as FHWA, SAFETEA-LU, Urbanized Area Formula (FTA) grants, Job Access and Reverse Commute (JARC) grants, Surface Transportation Program (STP) funds, Congestion Mitigation & Air Quality (CMAQ) funds, other Federal programs such as New Market Tax Credits Program, Federal legislative appropriations, State funds from the Passenger Ferry Account, King County Ferry District or King County Metro. See Chapter 5 on Attachment 1 for more detail on these sources.

The King County Ferry District (KCFD) was established effective January 2008. The King County POF Project is evaluating 2 existing and up to 5 new routes, including one affecting Des Moines, operated by a new Marine Division operating within the King County Department of Transportation. Each of the new routes would be tested in 2-year demonstrations following route, shuttle and dock improvement studies. The first demonstration would begin mid-2009 followed each year by another route. Des Moines POF service would initially utilize ferry terminal facilities owned by others, and made available for King County use through leases or other cooperative agreements. The KCFD would make capital investments in existing and new facilities as needed.

Starting January 1, 2008, the KCFD levied a 5.5 cents (per \$1,000 assessed value) property tax to fund service, including connecting shuttle services, and capital projects for a maximum seven permanent routes. The 2009 assessed value for Des Moines properties is \$3,245,139,381 which means City property owners will be assessed \$178,000 for KCFD in 2009 and more in future years with no POF services available to them unless such service is provided at the Des Moines Marina.

### **Discussion**

The Harbormaster, Planning, Building & Public Works Director and the Parks, Recreation and Senior Services Director support the City's participation in the KCFD demonstration project for the following reasons:

- Such a decision is generally consistent with the City's Shoreline Master Program, Comprehensive Plan, Comprehensive Transportation Plan, Zoning or other parts of the Municipal Code, and Marina Master Plan;
- \$4 to \$10 million in outside funding may be invested in our Marina and transportation infrastructure;
- Metro shuttle services will be extended to the Marina to serve arriving and departing passengers with the likelihood of enhanced Metro services to Downtown;
- POF capital investments will be available to support enhanced tourism such as Argosy cruises, Tillicum Village-type activities at Beach Park, or other recreation uses of Beach Park or the Des Moines Creek Trail;
- An estimated 95,000 POF passengers each year are anticipated to eventually use these services. The majority will use connecting shuttle services to arrive from or reach their ultimate destinations;
- This level of passenger activity will support Downtown transit-oriented development;
- South King County's KCFD assessments will benefit South King County; and
- The City can make any final decisions on being a permanent POF destination after the 2-year demonstration project when real impacts and benefits can be measured and evaluated.

### **Financial Impact**

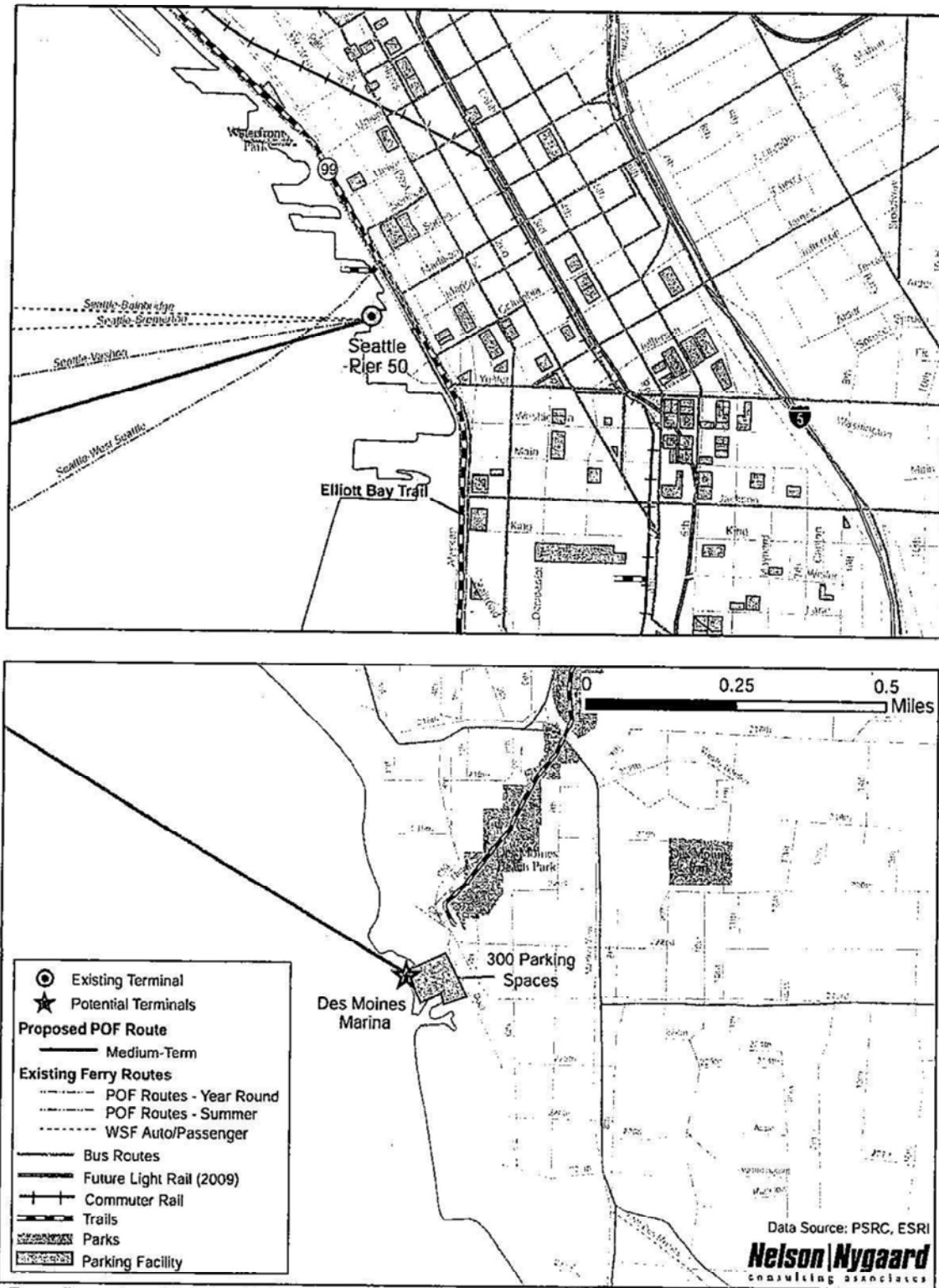
None at this time

### **Recommendation**

Administration recommends that Council formally support being part of a KCFD demonstration project.



**Figure 3-27 Des Moines - Downtown Seattle Terminal Details**



For a discussion of the Des Moines terminal, see pp. 3-44.

For a discussion of downtown Seattle's Colman Dock, see pp. 3-8 - 3-9.



### **Des Moines Terminal**

**Location:** The most suitable location for a Des Moines POF terminal is along the fishing pier at the north end of the Des Moines marina.

#### **Land Use**

**Existing:** Medium-density development, multi-family and commercial zoning.

**Planned:** Good likelihood of increased densities in the future.

**Potential conflict:** The pier is currently used for fishing and other recreational uses. Significant recreational boat traffic exists south of the pier, and fishing occurs on the north side. While the boat traffic is a concern, sufficient space exists to the south of the pier for a float to be constructed and a POF to maneuver.

#### **Existing Facilities**

**Berths:** Because no POF terminal location exists, the number of berths is dependent on the design of the float. It is anticipated that a reasonable float design would provide side-loading berths for up to two vessels.

**Waiting areas:** Passengers would most likely wait at the base of or along the pier.

**Dock and landside:** The Des Moines fishing pier is approximately 700' long and is made of concrete. The pier rises approximately 25' above the water line. Landside facilities include a small area with picnic tables, a bike rack, and a public restroom.

#### **Access**

**Bicycle:** Good. There is good bicycle accessibility and bike racks available. Des Moines has a number of relatively low-traffic streets that are suitable for riding. Within three miles, cyclists have access to the Regional Green River Trail, although crossings of I-5 appear to be slightly difficult.

**Pedestrian:** Good. The location is moderately conducive to walk-on passengers, although it is a significant walk uphill to the center of Des Moines. The Des Moines marina is surrounded by multi-family and commercial zoning, the appropriate set of land uses to encourage walking.

**Park & Rides:** Kiss-and-ride access is available in the large parking lot east of the pier.

#### **Transit from**

**P&R:** n/a

**Transit:** Poor. Transit service and access is poor, with only 2-3 buses per hour, and poor connections to key destinations such as the airport and Southcenter. Routes are distant, located almost half a mile from the end of the pier, uphill, along Marine View Drive.

**Adjacent parking:** 200 stalls at the north end of the marina; many other lots nearby. Parking is free, utilization is low-medium.

#### **Proposed Improvements**

Two King County Metro park-and-rides exist, one to the west and one to the south of Des Moines. An additional park and ride may be needed to the north of Des Moines in order to support POF service and accommodate passengers from the north. Any new park-and-ride would require more analysis by King County Metro to select a location. Significant improvement will be necessary to provide a POF terminal at this location. The height of the pier makes construction of an ADA-accessible gangway to the waterline a challenge. Assuming a 25' height, an accessible gangway would need to be at least 300', not including necessary landings. The pier would need to be modified to provide a side access to the gangway. It may be possible to secure a terminal float to the existing pier, but this would warrant additional study. If the float cannot be secured to the pier, pile driving will be necessary.

#### **Total Proposed Improvement Costs: \$6-10 Million**

Construction of a terminal at this location will require significant engineering analysis that is outside the scope of this study. Because of the number of unknowns, significant variation from the estimate may occur. The cost of the above improvements is estimated to be between \$6 and \$10 Million.

# Long Term: Routes That May Become Viable in the Future

## Des Moines Terminal

### Possible Future Governance and Implementation

**Organizational structure** Publicly operated and tax financed: This route would be operated by the King County Ferry District and funded by property taxes.

**Promising funding sources** In addition to fares, property taxes and likely FTA grants, this route could be subsidized by potential joint development ventures at Colman Dock and downtown Des Moines. It could even be eligible for subsidy from the Port of Seattle, assuming targeted bus connections to Sea-Tac Airport.



## Des Moines - Seattle

| Evaluation Factor |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Score<br>(H, M, L) |
|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| Demand            | Daily Ridership: 60                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | L                  |
|                   | Potential for Tourism and Recreational Use: Many tourist and recreational attractions are accessible on the Seattle side via foot, bike or transit. Few attractions are accessible without a vehicle on the Des Moines side.                                                                                                                                                                                                                                                                                                                                                 | M                  |
|                   | Potential for Off-Peak Use (non-work, non-tourism/rec.): Seattle is a dense, mixed-use urban center with many shopping, healthcare and other non-work destinations accessible by foot, bike or transit. From the Des Moines side, there are transit connections to Sea-Tac airport and Southcenter shopping center.                                                                                                                                                                                                                                                          | H                  |
| Modal Adv.        | Availability of Other Viable Modes: Two other modes exist for travel between these points—auto and transit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | M                  |
|                   | Travel Time Savings Compared to Next Best Mode: POF would take about 44% longer than travel by car (via SR 99 and SR 509).                                                                                                                                                                                                                                                                                                                                                                                                                                                   | L                  |
| Land Use          | Terminal Area Density and Planned Land Use: The Seattle terminal is located in an urban downtown setting with high density mixed-use development. The Des Moines terminal area is characterized by medium density development, with good anticipated likelihood of densification in the future.                                                                                                                                                                                                                                                                              | M                  |
|                   | Viability of Terminal Siting: The City of Des Moines currently operates a large public marina facility on its waterfront. While waterfront infrastructure is in place, there do not yet appear to be facilities adequate to provide POF service, and the current marina master plan does not include a POF terminal. Because of exposure to the open sound, a terminal would likely need to find a home within the protected harbor, or be engineered to handle a more exposed siting. Location of a terminal within the harbor will present restrictions for vessel access. | M                  |



## Des Moines - Seattle

| Evaluation Factor                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Score<br>(H, M, L) |
|-----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| Operations and System Integration | <b>Navigability:</b> The route will parallel the WSF Auto Ferry route getting into and out of the Seattle terminal, and will cross the Vashon-Southworth-Fauntleroy Auto Ferry route. A significant portion of the route runs parallel to the VTS lanes. In Elliott Bay, there is a potential for speed restriction during docking and nearby barge movements. Approach to Des Moines can be made at speed until very close to the breakwater. Poor visibility due to dense fog can cause navigation challenges especially for early morning runs.                                                                           | H                  |
|                                   | <b>Transit Service and Access:</b> On the Des Moines side, transit service and access is poor, with only 2-3 buses per hour and poor connections to key destinations such as the airport and Southcenter. Also, a park-and-ride would likely be needed north of Des Moines towards Normandy Park to support POF service. On the Seattle side, existing connecting transit service is fair for an urban employment and commercial center such as downtown Seattle, with relatively low frequencies connecting directly to the terminal, and the major bus corridor on Third Ave. is about a third -mile away up a steep hill. | L                  |
|                                   | <b>Pedestrian Accessibility:</b> Des Moines marina is surrounded by multi-family and commercial zoning, which is the appropriate set of land uses to encourage walking. At the Seattle terminus, the high number of destinations and employment centers make the Colman Dock terminal highly accessible for pedestrians.                                                                                                                                                                                                                                                                                                     | H                  |
|                                   | <b>Bike Accessibility:</b> Des Moines has a number of relatively low traffic streets that are suitable for riding. Within three miles, cyclists have access to the Regional Green River Trail (although crossings of I-5 appear to be slightly difficult). Bike connections to local trail networks along the Seattle downtown waterfront are good. Further route connections to Seattle's Colman Dock are planned as high priority projects after reconstruction of the terminal.                                                                                                                                           | H                  |
|                                   | <b>Available Terminal Area Parking:</b> No parking exists at Seattle's Colman Dock terminal, but many parking garages are located within a few blocks. However, these are sometimes at or near capacity. At Des Moines there are 200 stalls at the north end of marina and many other lots nearby. Parking is free and utilization is low to moderate.                                                                                                                                                                                                                                                                       | M                  |
|                                   | <b>Vulnerability to Traffic Impacts:</b> Des Moines is a growing, relatively urban area with good road connections. Although POF service would bring more autos into Des Moines' downtown commercial core, it is not likely to generate volumes that create a large noticeable negative community impact.                                                                                                                                                                                                                                                                                                                    | M                  |
| Cost                              | Seattle's Colman Dock is located in a dense downtown setting with high existing traffic volumes. Increased traffic due to POF service would increase the load on the adjacent street network, but probably would not cause extreme congestion or delay.                                                                                                                                                                                                                                                                                                                                                                      |                    |
|                                   | <b>Cost Per Passenger Mile:</b> Low modeled demand means a minimal degree of vessel utilization, and therefore mostly-empty vessels, which will result in high operating cost per passenger.                                                                                                                                                                                                                                                                                                                                                                                                                                 | H                  |
|                                   | <b>Capital Cost Avoidance:</b> Downtown Seattle is already being connected to the Sea-Tac airport with light rail service, and King County Metro busses provide reliable access to South King County and the Des Moines area. While direct Seattle-Des Moines service would be convenient, available capacity exists via a landside Seattle-Sea-Tac/DesMoines travel plan. It is unlikely that the investment in POF service between these locations will be cost-effective when compared with existing or soon-to-be-online transportation options.                                                                         | L                  |
|                                   | <b>Capital Cost:</b> Construction of a POF terminal at the Des Moines location will likely require a new POF float and gangway access. Furthermore, the Des Moines location could be more costly if a terminal location could not be secured within the protected marina harbor. Peak period service is anticipated to require two 149-pax vessels. Off-peak service will likely require only one 149-pax vessel.                                                                                                                                                                                                            | M                  |

Appendix A

## Des Moines - Seattle

| Evaluation Factor |                                                                                                                                                                            | Score<br>(H, M, L) |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| Environment       | <b>Sensitivity to Wake Impacts:</b><br>The open-Sound route presents no potential challenges for wake impact.                                                              | L                  |
|                   | <b>Congestion Mitigation Value:</b> POF service would allow drivers to avoid the intermittently congested SR 99, SR 509, and I-5 corridors between Seattle and Des Moines. | M                  |



## Des Moines-Seattle

### Number of Vessels Needed

2

### Special Requirements

None

### Recommended Vessel Type

80-pax operating at 30kts.

### Estimated Cost Summary Table

#### Des Moines-Seattle

|                                          |            |                               |
|------------------------------------------|------------|-------------------------------|
| Annual Demand                            | 15,240     |                               |
| Weekday daily demand                     | 60         | From Service Assumptions      |
| Weekend daily demand                     | -          | From Service Assumptions      |
| Number of vessels                        | 2          |                               |
| 1-way trips per weekday                  | 24         |                               |
| 1-way trips per weekend/holiday          | -          |                               |
| Annual passengers carried                | 14,520     | 1-way trips                   |
| Weekday daily passengers carried         | 60         | 1-way trips                   |
| Weekend/holiday daily passengers carried | -          | 1-way trips                   |
| Passenger seats per year                 | 232,320    | vessel capacity x # runs      |
| 1-Way Trip Distance                      | 16.0       | nautical miles                |
| 1-Way Travel Time                        | 36         | minutes                       |
| 1-Way Trip Time (Dep-Dep)                | 41         | minutes                       |
| Fuel burned per year                     | 210,599    | gallons (includes 10% margin) |
| Fuel cost                                | \$ 749,731 | per year (\$3.56/gallon)      |
| Propulsion system maintenance            | \$ 87,473  | per year                      |
| Other vessel machinery maintenance       | \$ 21,868  | per year                      |
| Vessel electrical system maintenance     | \$ 1,853   | per year                      |

### Des Moines-Seattle

|                                            |              |                                  |
|--------------------------------------------|--------------|----------------------------------|
| Vessel hull & outfit maintenance           | \$ 1,530     | per year                         |
| Floats & docks annual repair & maintenance | \$ 128,797   | per year                         |
| Other facilities R&M                       |              |                                  |
| Insurance                                  | \$ 86,250    |                                  |
| Onboard labor (Master, Sr. DH, and DH)     | \$ 452,284   | Vessel hours + 10%               |
| Shoreside labor                            | \$ -         | From David Hill 3/03 report*1.15 |
| Contractor Overhead                        | \$ 191,223   | 12.5% of all costs               |
| Contractor Profit                          | \$ 114,734   | 7.5% on all costs                |
| Security                                   | \$ 17,953    | Assume 1 FT deckhand/terminal    |
| Total Annual Cost                          | \$ 1,853,697 |                                  |
| Cost per 1-way passenger                   | \$ 127.67    |                                  |
| Cost per vessel hour                       | \$ 467.07    |                                  |

### Route Summary

| DES MOINES-SEATTLE         |                    |         |  |         |         |
|----------------------------|--------------------|---------|--|---------|---------|
|                            | Weekdays Schedules |         |  | Weekend | Totals  |
|                            | F1                 | F2      |  | F5      |         |
| Sched Days/Year            | 254                | 254     |  | 111     |         |
| Weather Cancellations/Year | 12                 | 12      |  | 5       |         |
| In Service Days/Year       | 242                | 242     |  | 106     |         |
| 1-Way Trips/Day            | 12                 | 12      |  | -       | 24      |
| 1-Way Trips/Year           | 2,904              | 2,904   |  | -       | 5,808   |
| Seats/Day                  | 960                | 960     |  | -       | 3,576   |
| Seats/Year                 | 232,320            | 232,320 |  | -       | 865,392 |
| Riders/Day                 | 30                 | 30      |  | -       | 270     |
| Riders/Year                | 7,260              | 7,260   |  | -       | 65,340  |
| Vessel Minutes/day         | 492                | 492     |  | -       | 984     |
| Vessel Hours/Year          | 1,984              | 1,984   |  | -       | 3,969   |

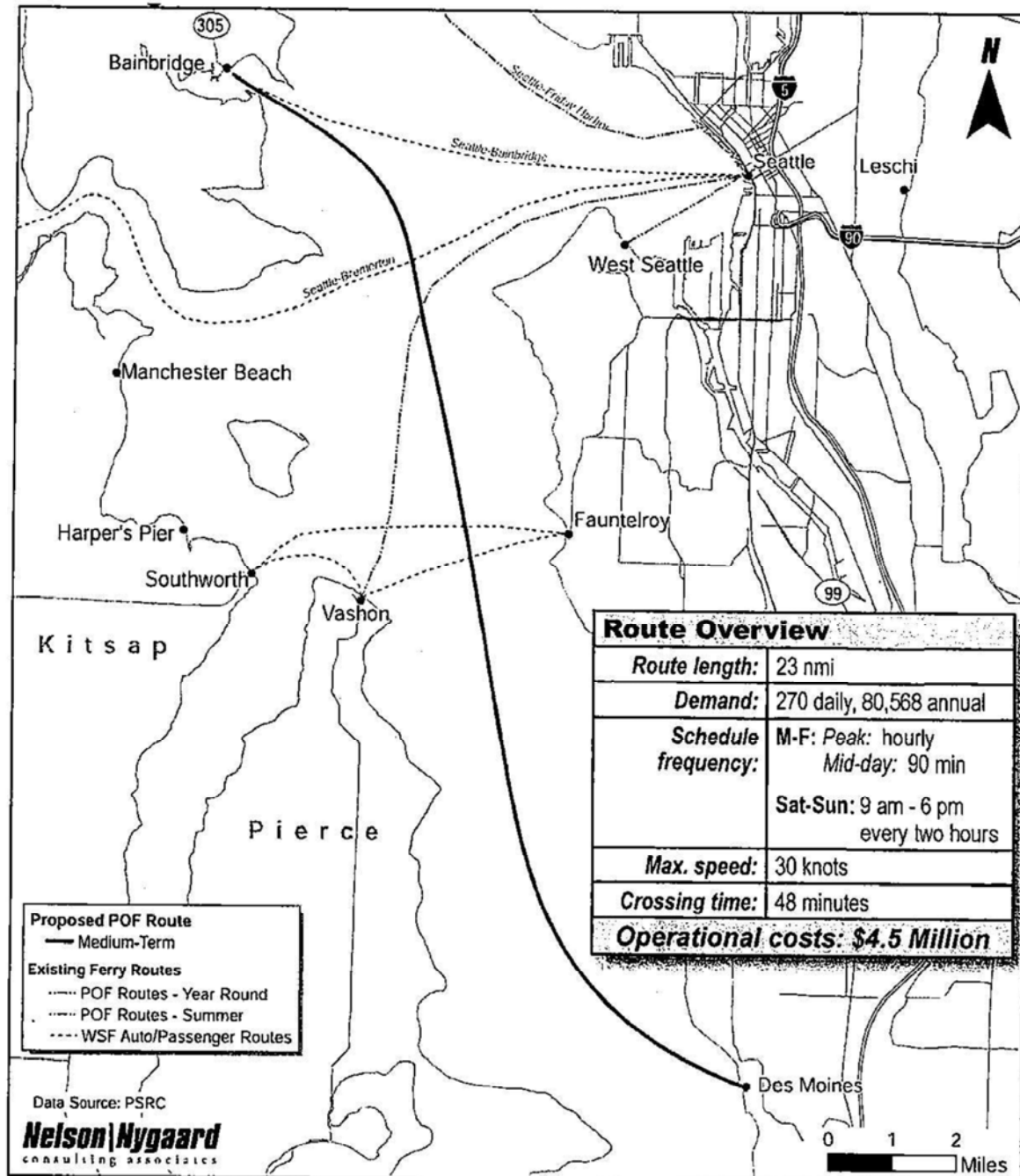
### Fare Options

| One-Way Fare               | Recovery % |
|----------------------------|------------|
| \$2.25 (Metro 2-Zone Fare) | 2%         |
| \$51.10                    | 40%        |
| \$76.70                    | 60%        |

# Bainbridge Island - Des Moines

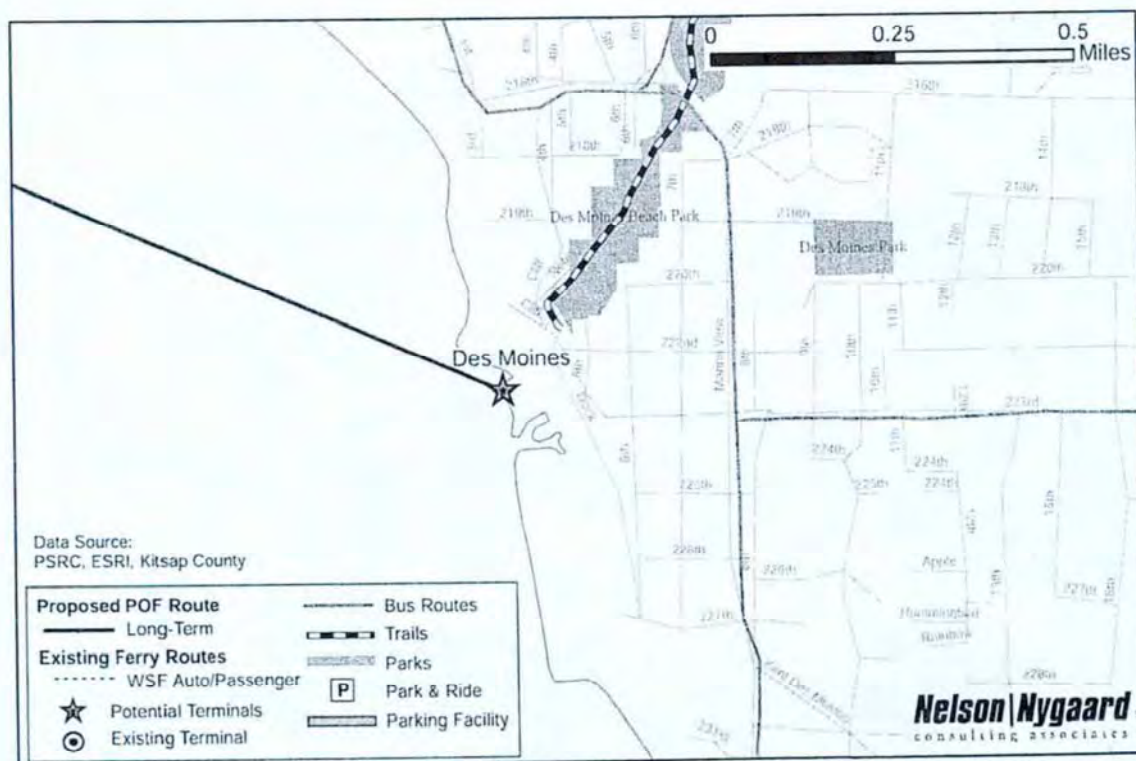
Medium Term - Cross-Sound Routes with Potential to Develop

**Figure 3-16 Bainbridge Island - Des Moines  
Route Overview**





**Figure 3-17 Bainbridge Island - Des Moines Terminal Details**



Medium-Term: Potential Future Cross-Sound Routes

## Bainbridge Island – Des Moines

| Evaluation Factor |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Score<br>(H, M, L) |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| Demand            | Daily Ridership: 270                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | L                  |
|                   | Potential for Tourism and Recreational Use: Few tourist or recreational attractions are accessible on either the Bainbridge or Des Moines side via foot, bike or transit, though Des Moines may provide a link to the airport via shuttle.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | L                  |
|                   | Potential for Off-Peak Use (non-work, non-tourism/rec.): Few shopping, healthcare or other non-work attractions are accessible on the Bainbridge side via foot, bike or transit. From the Des Moines side, there are transit connections to Sea-Tac airport and Southcenter shopping center.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | M                  |
| Modal Adv.        | Availability of Other Viable Modes: Three other modes exist for travel between these points—auto, bus and the WSF auto ferry.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | H                  |
|                   | Travel Time Savings Compared to Next Best Mode: POF provides a 33% time savings compared to taking the WSF auto ferry from Bainbridge Island and then driving from Seattle to Des Moines.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | H                  |
| Land Use          | Terminal Area Density and Planned Land Use: Both terminal areas are characterized by medium density development, with good anticipated likelihood of densification in the future.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | M                  |
|                   | Viability of Terminal Siting: The Bainbridge Island terminus is the location of an existing WSF ferry terminal and the location for WSF's Eagle Harbor Maintenance Facility. While waterfront infrastructure is already in place, there are currently no facilities capable of providing POF service. POF terminal construction would require a new float and gangway, along with corresponding landside access improvements. Negotiation for lease or property acquisition for a POF terminal will likely be difficult due to both environmental concerns and political challenges.<br><br>The City of Des Moines currently operates a large public marina facility on its waterfront. While waterfront infrastructure is in place, there do not yet appear to be facilities adequate to provide POF service, and the current marina master plan does not include a POF terminal. Because of exposure to the open sound, a terminal would likely need to find a home within the protected harbor, or be engineered to handle a more exposed siting. Location of a terminal within the harbor will present restrictions for vessel access. | M                  |



## Bainbridge Island – Des Moines

| Evaluation Factor                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Score<br>(H, M, L) |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| Operations and System Integration | <b>Navigability:</b> The route will parallel the WSF Auto Ferry route getting into and out of Eagle Harbor on Bainbridge Island, and cross the Vashon-Southworth-Fauntleroy Auto Ferry route. The route crosses the Vessel Traffic Separation (VTS) lanes and for a significant portion of the route runs parallel to the VTS lanes. In Eagle Harbor, there is a speed restriction, so the vessel will have to slow down for about a mile. Approach to Des Moines can be made at speed until very close to the breakwater. Poor visibility due to dense fog can cause navigation challenges, especially for early morning runs.                                                                                           | M                  |
|                                   | <b>Transit Service and Access:</b> Transit connections on the Bainbridge side are very good, with local bus and shuttles serving the terminal at high frequencies. However, it is likely another park-and-ride would be needed north of the terminal adjacent to SR-305. On the Des Moines side, transit service and access is poor, with only 2-3 buses per hour and poor connections to key destinations such as the airport and South-center. Also, a park-and-ride would may be needed north of Des Moines, towards Normandy Park, to support POF service.                                                                                                                                                            | L                  |
|                                   | <b>Pedestrian Accessibility:</b> Des Moines marina is surrounded by multi-family and commercial zoning, which is the appropriate set of land uses to encourage walking. Bainbridge Ferry Terminal, however, has been designed to transport vehicles, and thus pedestrians have been allocated few pedestrian crosswalks and virtually no landscaped barriers to separate walkers and bicyclists from the high volume of cars.                                                                                                                                                                                                                                                                                             | M                  |
|                                   | <b>Bike Accessibility:</b> Des Moines has a number of relatively low traffic streets that are suitable for riding. Within three miles, cyclists have access to the Regional Green River Trail (although crossings of I-5 appear to be slightly difficult). Bainbridge Marina appears to be difficult to navigate; however, there is access from the terminal to recreational routes. These generally consist of the use of road shoulders, which may be more appropriate for experienced cyclists.                                                                                                                                                                                                                        | M                  |
|                                   | <b>Available Terminal Area Parking:</b> There are three large lots within two blocks of the Bainbridge terminal with over 1,000 spaces. However, the lots are currently at capacity during the day. At Des Moines there are 200 stalls at the north end of the marina and many other lots nearby. Parking is free and utilization is low to moderate.                                                                                                                                                                                                                                                                                                                                                                     | M                  |
|                                   | <b>Vulnerability to Traffic Impacts:</b> Des Moines is a growing, relatively urban area with good road connections. Although POF service would bring more autos into Des Moines's downtown commercial core, it is not likely to generate volumes that would create a large noticeable negative community impact.<br><br>Bainbridge already experiences high volumes of auto traffic due to WSF's auto ferry service, which during peak hours creates congestion on SR 305. As a result, Bainbridge is vulnerable to the additional auto traffic that POF service might generate during these times, although POF passengers would have a higher propensity to use transit on SR 305, which may negate congestion impacts. | M                  |



## Bainbridge Island – Des Moines

| Evaluation Factor |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Score<br>(H, M, L) |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| Cost              | <p><b>Capital Cost:</b> Construction of a POF terminal at Des Moines and Bainbridge Island will likely require new POF floats and gangway accesses. Furthermore, the Des Moines location could be more costly if a terminal location could not be secured within the protected marina harbor. Two 149-pax vessels during peak periods are likely to be needed to fit the route's operational profile. Only one 149-pax vessel is likely to be needed in off-peak periods.</p>                                                                                                                                                        | M                  |
|                   | <p><b>Cost Per Passenger Mile:</b> The operational profile indicates low vessel utilization, even considering that the run operates with a smaller vessel size. The nature of the modeled ridership is unclear, and thus it is difficult to determine the anticipated prevalence of deadhead runs.</p>                                                                                                                                                                                                                                                                                                                               | M                  |
|                   | <p><b>Capital Cost Avoidance:</b> Bainbridge Island already has frequent and reliable auto ferry access to downtown Seattle. Downtown Seattle is already being connected to the Sea-Tac airport with light rail service, and King County Metro busses provide reliable access to South King County. While direct Bainbridge-Des Moines service would be convenient, available capacity exists via a Bainbridge-Seattle-Sea-Tac/Des Moines travel plan. It is unlikely that the investment in POF service between these locations will be cost-effective when compared with existing or soon-to-be-online transportation options.</p> | L                  |
|                   | <p><b>Sensitivity to Wake Impacts:</b> The open-sound route presents no potential challenges for wake impact.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | L                  |
| Environment       | <p><b>Congestion Mitigation Value:</b> POF service would allow drivers to avoid the intermittently congested SR 99, SR 509, and I-5 corridors between Seattle and Des Moines.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                    | M                  |

## Appendix A

# Bainbridge-Des Moines

## Number of Vessels Needed

2

## Special Requirements

None

## Recommended Vessel Type

80-pax operating at 30kts.

## Estimated Cost Summary Table

### Bainbridge-Des Moines

|                                          |              |                               |
|------------------------------------------|--------------|-------------------------------|
| Annual Demand                            | 80,568       |                               |
| Weekday daily demand                     | 270          | From Service Assumptions      |
| Weekend daily demand                     | 108          | From Service Assumptions      |
| Number of vessels                        | 2            |                               |
| 1-way trips per weekday                  | 36           |                               |
| 1-way trips per weekend/holiday          | 10           |                               |
| Annual passengers carried                | 75,064       | 1-way trips                   |
| Weekday daily passengers carried         | 372          | 1-way trips                   |
| Weekend/holiday daily passengers carried | 108          | 1-way trips                   |
| Passenger seats per year                 | 588,160      | vessel capacity x # runs      |
| 1-Way Trip Distance                      | 23.0         | nautical miles                |
| 1-Way Travel Time                        | 48           | minutes                       |
| 1-Way Trip Time (Dep-Dep)                | 53           | minutes                       |
| Fuel burned per year                     | 378,676      | gallons (includes 10% margin) |
| Fuel cost                                | \$ 1,348,088 | per year (\$3.56/gallon)      |
| Propulsion system maintenance            | \$ 157,285   | per year                      |
| Other vessel machinery maintenance       | \$ 39,321    | per year                      |
| Vessel electrical system maintenance     | \$ 3,332     | per year                      |
| Vessel hull & outfit maintenance         | \$ 7,912     | per year                      |

# Appendix B

### Bainbridge-Des Moines

|                                            |              |                                  |
|--------------------------------------------|--------------|----------------------------------|
| Floats & docks annual repair & maintenance | \$ 128,797   | per year                         |
| Other facilities R&M                       |              |                                  |
| Insurance                                  | \$ 115,000   |                                  |
| Onboard labor (Master, Sr. DH, and DH)     | \$ 1,603,045 | Vessel hours + 10%               |
| Shoreside labor                            | \$ 212,868   | From David Hill 3/03 report*1.15 |
| Contractor Overhead                        | \$ 451,956   | 12.5% of all costs               |
| Contractor Profit                          | \$ 271,174   | 7.5% on all costs                |
| Security                                   | \$ 71,811    | Assume 1 FT deckhand/terminal    |
| Total Annual Cost                          | \$ 4,510,589 |                                  |
| Cost per 1-way passenger                   | \$ 58.76     |                                  |
| Cost per vessel hour                       | \$ 679.15    |                                  |

### Route Summary

| BAINBRIDGE - DES MOINES    |                    |         |     |     |         |           |
|----------------------------|--------------------|---------|-----|-----|---------|-----------|
|                            | Weekdays Schedules |         |     |     | Weekend |           |
|                            | BD1                | BD2     | BD3 | BD4 | BD5     | Totals    |
| Sched Days/Year            | 254                | 254     | 254 | 254 | 111     |           |
| Weather Cancellations/Year | 12                 | 12      | 12  | 12  | 5       |           |
| In Service Days/Year       | 242                | 242     | 242 | 242 | 106     |           |
| 1-Way Trips/Day            | 14                 | 12      | -   | -   | 10      | 36        |
| 1-Way Trips/Year           | 3,388              | 2,904   | -   | -   | 1,060   | 7,352     |
| Seats/Day                  | 2,086              | 1,788   | -   | -   | 1,490   | 5,364     |
| Seats/Year                 | 504,812            | 432,696 | -   | -   | 157,940 | 1,095,448 |
| Riders/Day                 | 145                | 117     | -   | -   | 110     | 372       |
| Riders/Year                | 35,090             | 28,314  | -   | -   | 11,660  | 75,064    |
| Vessel Minutes/day         | 742                | 636     | -   | -   | 530     | 1,908     |
| Vessel Hours/Year          | 2,993              | 2,565   | -   | -   | 936     | 6,494     |

### Fare Options

| One-Way Fare              | Recovery % |
|---------------------------|------------|
| \$3.35 (Cross-Sound Fare) | 6%         |
| \$23.60                   | 40%        |
| \$35.30                   | 60%        |



### Des Moines Terminal

**Location:** The most suitable location for a Des Moines POF terminal is along the fishing pier at the north end of the Des Moines marina.

#### Land Use

**Existing:** Medium-density development, multi-family and commercial zoning.

**Planned:** Good likelihood of increased densities in the future.

**Potential conflict:** The pier is currently used for fishing and other recreational uses. Significant recreational boat traffic exists south of the pier, and fishing poles are usually cast from the north side. While the boat traffic is a concern, sufficient space exists to the south of the pier for a float to be constructed and a POF to maneuver.

#### Existing Facilities

**Berths:** Because no POF terminal location exists, the number of berths is dependent on the design of the float. It is anticipated that a reasonable float design would provide side-loading berths for up to two vessels.

**Waiting areas:** Passengers would most likely wait at the base of or along the pier.

**Dock and landside:** The Des Moines fishing pier is approximately 700' long and is made of concrete. The pier rises approximately 25' above the water line. Landside facilities include a small area with picnic tables, a bike rack, and a public restroom.

#### Access

**Bicycle:** Good. There is good bicycle accessibility and bike racks are available. Des Moines has a number of relatively low-traffic streets that are suitable for riding. Within three miles, cyclists have access to the Regional Green River Trail, although crossings of I-5 appear to be slightly difficult.

**Pedestrian:** Good. The location is moderately conducive to walk-on passengers, although it is a significant walk uphill to the center of Des Moines. The Des Moines marina is surrounded by multi-family and commercial zoning, the appropriate set of land uses to encourage walking.

**Park & Rides:** Kiss-and-ride access is available in the large parking lot east of the pier.

#### Transit from

**P&R:** n/a

**Transit:** Poor. Transit service and access is poor, with only 2-3 buses per hour, and poor connections to key destinations such as Sea-Tac Airport and Southcenter. Routes are distant, located almost half a mile from the end of the pier, uphill, along Marine View Drive.

**Adjacent parking:** 200 stalls at the north end of the marina; many other lots nearby. Parking is free, utilization is low-medium.

#### Proposed Improvements

Two park-and-rides exist, one to the west and one to the south of Des Moines. An additional park and ride may be needed to the north of Des Moines in order to support POF service and accommodate passengers from the north. Any new park-and-ride would require more analysis by King County Metro to select a location. Significant improvement will be necessary to provide a POF terminal at this location. The height of the pier makes construction of an ADA-accessible gangway to the waterline a challenge. Assuming a 25' height, an accessible gangway would need to be at least 300', not including necessary landings. The pier would need to be modified to provide a side access to the gangway. It may be possible to secure a terminal float to the existing pier, but this would warrant additional study. If the float cannot be secured to the pier, pile driving will be necessary.

#### Total Proposed Improvement Costs: \$6-10 Million -

**based on the assumed location**

Construction of a terminal at this location will require significant engineering analysis that is outside the scope of this study. Because of the number of unknowns, significant variation from the estimate may occur. The cost of the above improvements is estimated to be between \$6 and \$10 Million.

# Medium-Term: Potential Future Cross-Sound Routes

Bainbridge Island - Des Moines

| Vessels                             |                           |
|-------------------------------------|---------------------------|
| Number needed:                      | 2                         |
| Recommended Vessel Type:            | 80-pax operating at 30kts |
| Special needs:                      | None                      |
| Vessel capital costs: \$4.8 Million |                           |

| Operating Summary                       |               |
|-----------------------------------------|---------------|
| Annual Operational Cost Components      |               |
| Fuel:                                   | \$1.4 million |
| Labor:                                  | \$2.6 million |
| Maintenance & Insurance:                | \$450,000     |
| Annual operational costs: \$4.5 Million |               |

| Possible Future Governance and Implementation |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Organizational structure                      | Publicly operated and tax financed. There are three possible organizational structures under this model. First, the route could be operated by the King County Ferry District and funded by property taxes, in this case, vessel maintenance and moorage would be contracted to an outside shipyard. A second option is for a new PTBA to be set up in Kitsap County, allowing Kitsap Transit to deliver the service using new sales taxes, property taxes, and/or MVET funds. A third option is for the service to be assumed by a Regional Transportation Authority. This would require legislative action and approval. |
| Promising funding sources                     | Given one of the above proposed models for public operation, funding for this route would derive from some combination of fares, sales taxes, property taxes, MVET funds, General Fund contributions, and/or FTA grants. The route could also be subsidized by potential joint development ventures in the vicinity of the Winslow Terminal or downtown Des Moines. It could even be eligible for subsidy from the Port of Seattle, assuming targeted bus connections to Sea-Tac Airport.                                                                                                                                  |



# Regional Passenger-Only Ferry Study

Project Advisory Committee Presentation

July 31, 2008

## *Project Overview*



Puget Sound Regional Council  
**PSRC**

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## STUDY GOALS

- Better coordinate state, regional, and local ferry system investments
- Improve ferry system demand forecast and travel demand modeling and analysis
- Integrate ferry operations with transit, roadway, bike and pedestrian improvements
- Provide guidance for land use and mitigation of community impacts near ferry terminals
- Establish *Destination 2030* policy framework for Passenger-Only Ferry

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# POF FUNDING

- Wide range of local, state and federal funding opportunities are detailed in Task 8 Report

| Source                                                                                                            | Capital or Operating           | Restrictions                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Viability<br>(L-low, M-medium, H-high)                                                                                           | Applicability to Service Type: |                            |                  |
|-------------------------------------------------------------------------------------------------------------------|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------|------------------|
|                                                                                                                   |                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                  | Cross-Sound                    | King County Ferry District | Regional Tourism |
| Federal Funding                                                                                                   |                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                  |                                |                            |                  |
| Urbanized Area Formula Grants (FTA)                                                                               | Capital & Operating Assistance | Urban areas over 50k eligible for formula based grants. This is important source for existing transit operations and would be difficult to use for POF service.                                                                                                                                                                                                                                                                                                                     | L-M. Full allocation in use for other transit services/projects                                                                  | ✓                              | ✓                          |                  |
| New/Small Starts Grants (FTA)                                                                                     | Capital                        | Proven transportation benefit and community economic benefit. Ranked competitively against criteria and will compete with many national projects.                                                                                                                                                                                                                                                                                                                                   | L. Highly competitive                                                                                                            | ✓                              | ✓                          |                  |
| Job Access and Reverse Commute Grants (FTA)                                                                       | Operating                      | Proven benefit for job access or reverse commute potential                                                                                                                                                                                                                                                                                                                                                                                                                          | M. Allocated by formula through State DOT. Competitive with other local programs.                                                | ✓                              | ✓                          |                  |
| Ferry Boat Discretionary Funds (FHWA)<br>&<br>Seattle (Lake Washington) Urban Partnership Agreement (UPA) (USDOT) | Operating & Capital            | Typically only eligible where there is no roadway alternative, for ferries carrying automobiles or for passenger ferry routes that are classified as part of state highway system.<br><br>\$11.6 million in contract authority funds made available to POF for obligation for Fiscal Year 2007 via USDOT Urban Partnership Program based on local agreement to encourage use of alternative modes and adopt policies to support and implement variable tolling on the SR 520 Bridge | H. -Requires auto ferry or inability to construct alternative roadway. Could be used if route was classified as a state highway. | ✓                              | ✓                          |                  |

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# MEDIUM & LONG TERM NETWORK

| Route                   | Route Length<br>(nautical miles) | Schedule Frequency                |                 | Speed<br>(knots) | Crossing Time<br>(min.) | Annual Operating Cost |
|-------------------------|----------------------------------|-----------------------------------|-----------------|------------------|-------------------------|-----------------------|
|                         |                                  | Weekday                           | Weekend         |                  |                         |                       |
| Medium Term             |                                  |                                   |                 |                  |                         |                       |
| Bainbridge - Des Moines | 23                               | Peak: hourly<br>Off-peak: 90 min. | 2 hours         | 30               | 48                      | \$4.5 M               |
| Port Orchard - Seattle  | 14.8                             | Peak only: 40 min.                | No service      | 30               | 32                      | \$5.4 M               |
| Suquamish - Seattle     | 15                               | All day: 2 hrs.                   | All day: 2 hrs. | 30               | 32                      | \$2.8 M               |
| Kirkland - UW           | 6                                | Peak only: hourly                 | No service      | 22               | 20                      | \$2.4 M               |
| Long Term               |                                  |                                   |                 |                  |                         |                       |
| Kenmore - UW            | 8.3                              | Peak only: 90 min.                | No service      | 22               | 28                      | \$0.8 M               |
| Renton - Leschi         | 7.1                              | Peak only: 90 min.                | No service      | 22               | 24                      | \$0.7 M               |
| Des Moines - Seattle    | 16                               | Peak only: 45 min.                | No service      | 30               | 36                      | \$1.9 M               |
| Shilshole - Seattle     | 8.5                              | Peak only: 90 min.                | No service      | 30               | 28                      | \$0.7 M               |

Note: all routes are conceptual and do not represent specific service or facility proposals

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## KING COUNTY ROUTES

- KCFD route proposals need further planning
  - Many terminals have challenges
- Route level demand estimation needed
  - Partnerships opportunities will be explored in relation to each route
  - Off-model patronage estimates
- Pilot services will be needed to better understand demand
  - Cross lake (Kirkland-UW)
  - North-south sound (Des Moines-Seattle)
- Other routes should be prioritized based on partnerships, joint development, terminal viability, etc



*New York Water Taxi suburban connections such as Yonkers-Lower Manhattan have seen poor ridership in early service*

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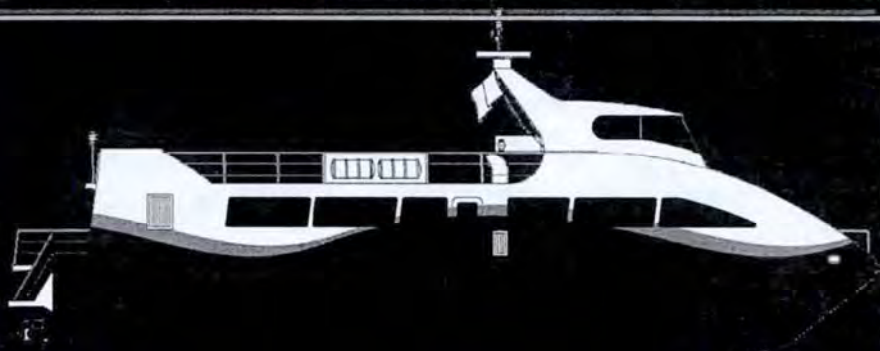


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# VESSELS

## Standardization

- Limit vessel classes
- Simple, functional vessels
- Economies of scale
  - Fabrication/construction
  - Maintenance and repair
- Passenger and crew familiarity
- Inter-operability



### CLASS II STANDARD

- 149-passenger
- Aluminum catamaran
- Single deck
- 3,000HP / 30 knot service speed
- Bow and side loading
- ADA accessibility
- Low-emission, low-wake design

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# VESSELS

## Sharing



Mon

Tue

Wed

Thu

Fri

Sat

Sun

*Commuter Service*

*Recreational Service*

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# VESSELS

## Design for local needs

- Low wake
- Bow loading
- Fuel efficiency
- *Opportunity to support local economy*



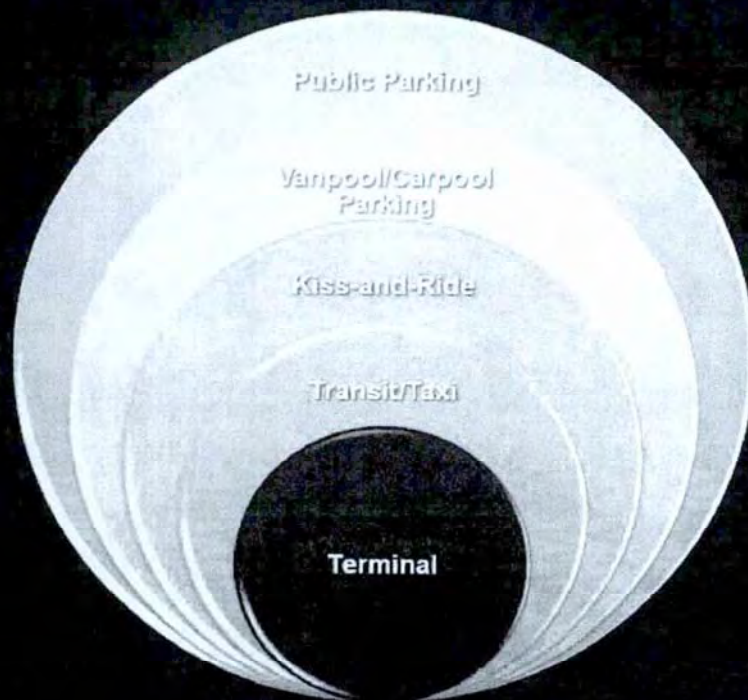
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# TERMINALS

## Adopt spatial standards for terminals



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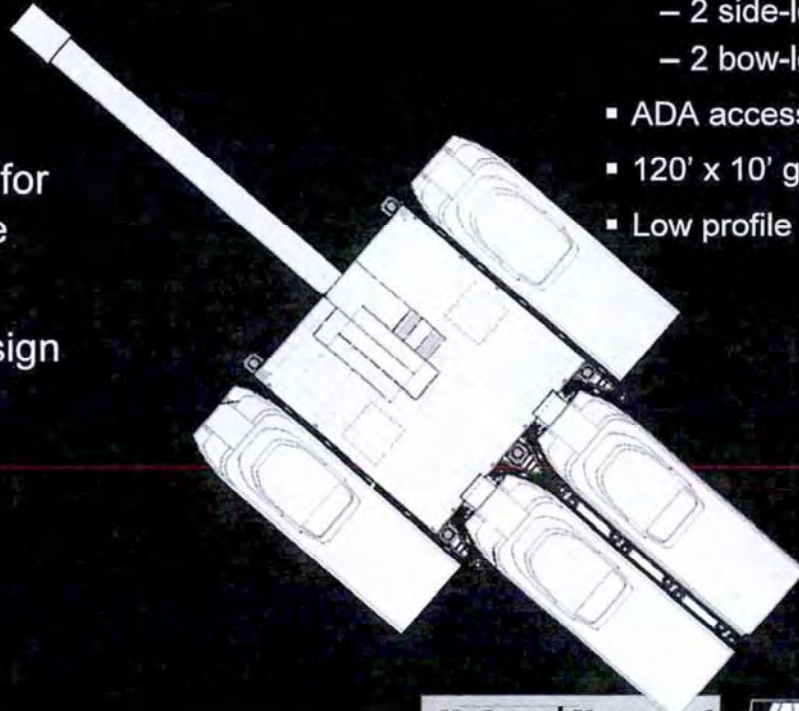


# TERMINALS

## Standardize Terminal Designs

- Separate standards for Puget Sound & Lake Washington
- Simple, low cost design

- 70' x 100' concrete float
- 4 berths
  - 2 side-loading
  - 2 bow-loading
- ADA accessibility
- 120' x 10' gangway
- Low profile



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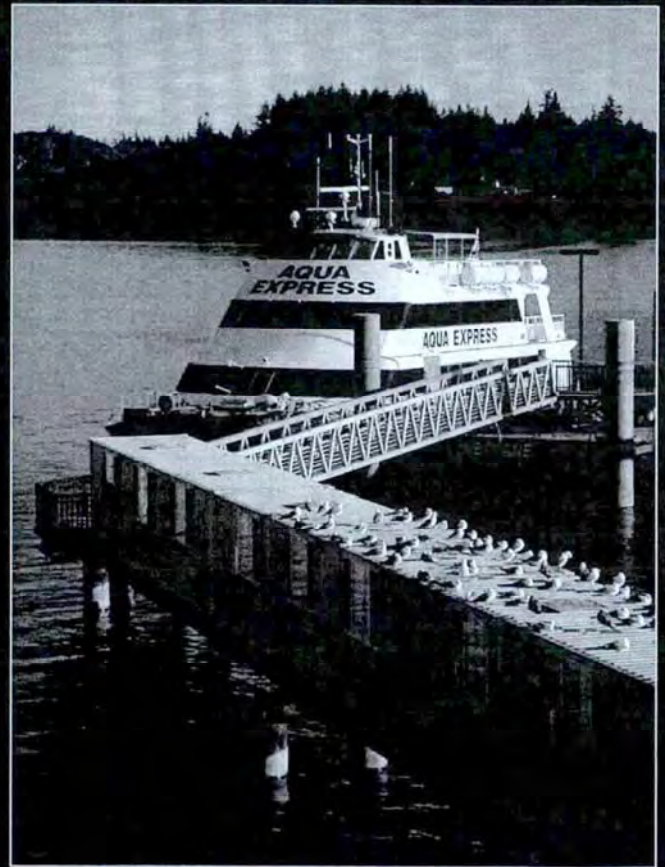
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# TERMINALS

## Leveraging Existing Infrastructure

- Maximize life of existing infrastructure
- Replace with standardized designs
- Regional inventory/assessment



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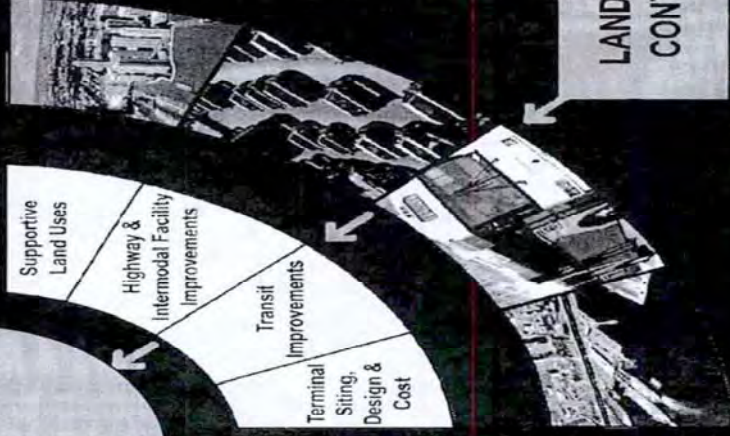
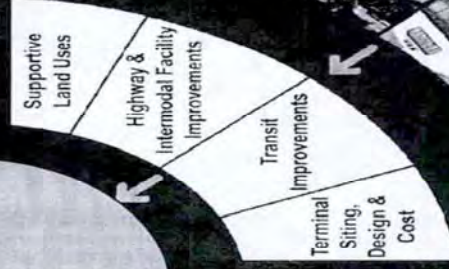


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# Land Side Connections & Integration

*Integrate ferry operations  
with transit, roadway,  
bike and pedestrian  
improvements*

*Coordinate land use  
development to support  
POF investment*



LAND SIDE  
CONTEXT

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CONSULTING ASSOCIATES



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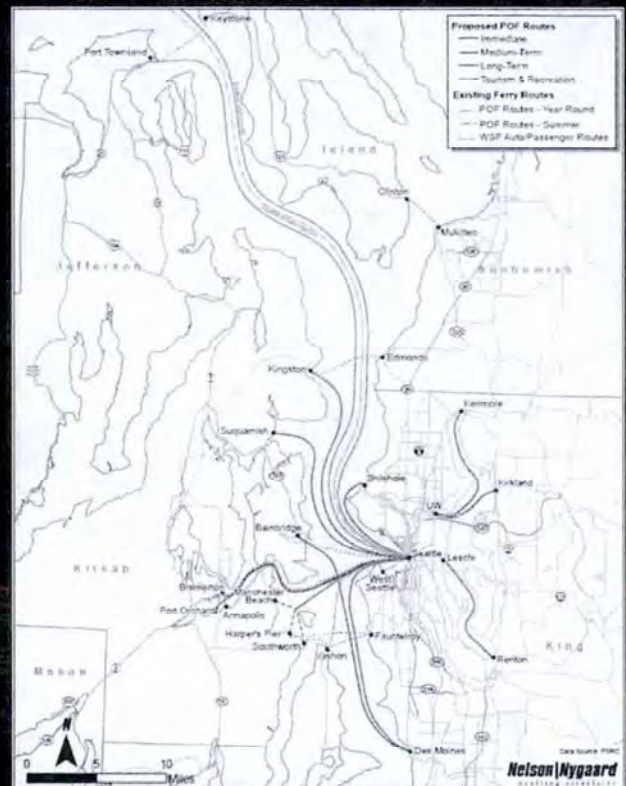
## TASK GOALS

- Evaluate and develop strategies for integration of POF into landside transportation network
- Evaluate POF impact on landside transportation modes
- Provide recommendations for landside improvements
- Identify opportunities for non-SOV access
- Provide guidelines for terminal vicinity land use planning
- Describe integration into Destination 2030 and local plans



# TERMINAL LOCATION OVERVIEW

- Report discusses transportation system integration at 19 locations
- Examines:
  - Existing conditions
  - POF ridership characteristics
  - Anticipated system impacts
- Recommends improvements regarding:
  - Parking
  - Roadways
  - Non-motorized transportation
  - Transit



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# **WATER TRANSIT-ORIENTED DEVELOPMENT (WTOD)**

- Goal is to cluster development around waterfront ferry terminals and provide intermodal connectivity with landside transit options
- Ferry terminals become focal points of attractive, sustainable and walkable communities
- Bay Area WETA has developed WTOD as a core strategy



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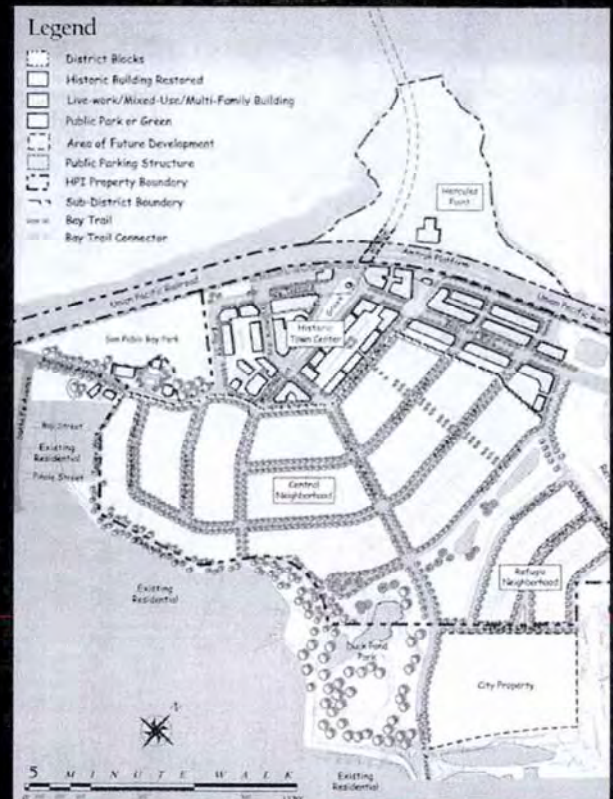


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# WTOD LAND-USE GUIDELINES

- Provide a Mixed-Use Community
- Create a Walkable Environment
- Build to the Street
- Manage Parking Demand
- Provide for Local and Regional Transit Mobility



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## INTEGRATING POF: SEATTLE/PIER 50

- Current plans for POF deficient for long term
- This plan identifies 10 potential routes to downtown Seattle
- A steep challenge, but also an opportunity
- A well planned and designed terminal can be a model for intermodal connectivity and high capacity transit
- New terminal can be a hub for ferry, pedestrian, transit and vehicles
- *KCFD must partner with Seattle, the State and other regional ferry operators to develop a terminal to accommodate future demand*



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## INTEGRATING POF: BREMERTON

- Best regional example of Water Transit Oriented Development and multimodal terminal design
- Bremerton Tunnel Project making downtown more pedestrian-friendly
- Focused, coordinated development on waterfront creates inviting public spaces
- POF terminal being improved for 2009 service to Seattle
- *Other agencies should look to Bremerton as example of stakeholder cooperation in developing a WTOD-style urban center*



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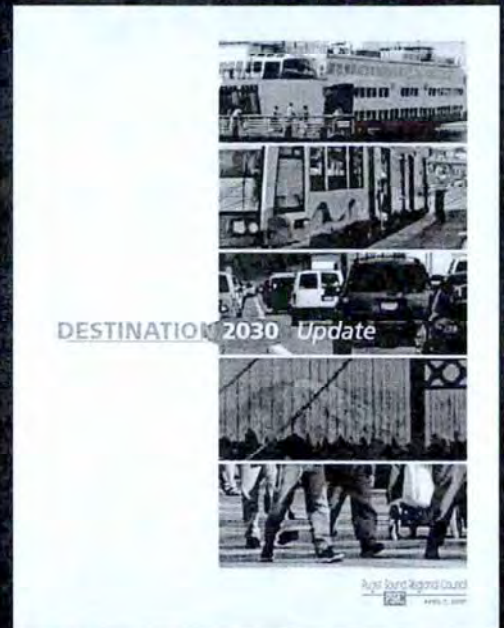


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# INTEGRATING POF: DESTINATION 2030

- Plan recognizes the ferry system's role in improving mobility and economic vitality, but investment strategy for POF is out of date
- PSRC plans to integrate results of this study into 2010 update to Destination 2030
- *Updates should include:*
  - 17 identified routes in study
  - Clear distinction between POF and WSF
  - Consideration of POF governance and coordination
  - WTOD land use guidelines
  - Funding source investigation



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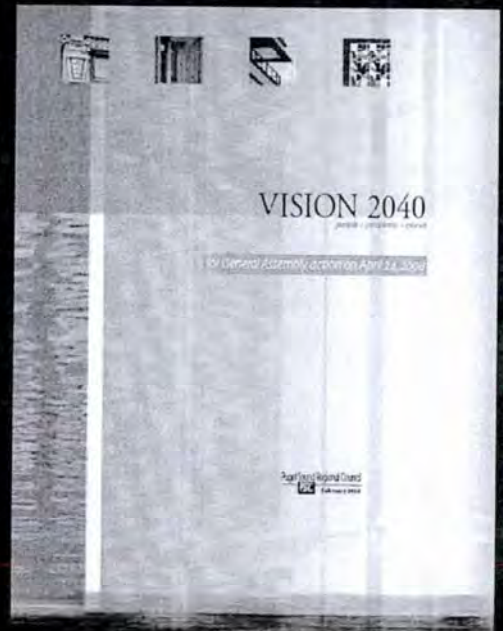


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# INTEGRATING POF: VISION 2040

- Plan uses *Centers* as framework for compact, mixed-use, pedestrian-oriented development
- Plan establishes five general policy areas, in which relevant POF recommendations include:
  - **Environment**
    - Vessels and terminals should be designed and constructed to support environmental goals and standards
    - Water-based routes mitigate landside transportation development
    - Vessels should incorporate cost-effective per-passenger energy reduction measures



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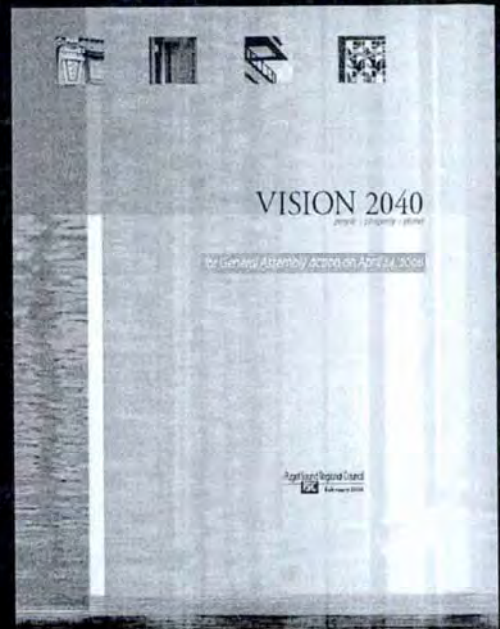
# INTEGRATING POF: VISION 2040

## ■ *Development Patterns*

- Allocation of population and growth should consider POF's role in supporting growth
- Terminals in regional growth centers should use WTOD principles
- Innovative approaches to terminal development should be pursued

## ■ *Housing*

- Provide housing opportunities for all income levels near terminals



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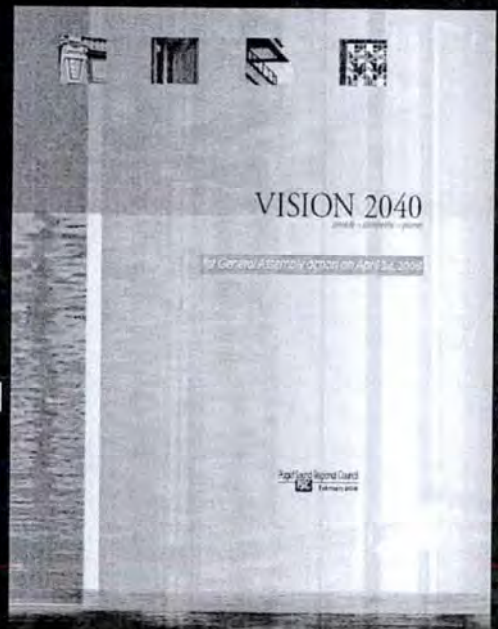
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# INTEGRATING POF: VISION 2040

## ■ *Economy*

- Ensure POF is an option for connecting residences with jobs, commerce, education and services
- POF governance should provide contracting and partnership opportunities for Puget Sound Region businesses
- Identify opportunities to integrate artistic and cultural initiatives into POF service
- POF agencies should provide opportunities for students in maritime fields
- Recognize POF's ability to induce demand, focus growth, and create jobs



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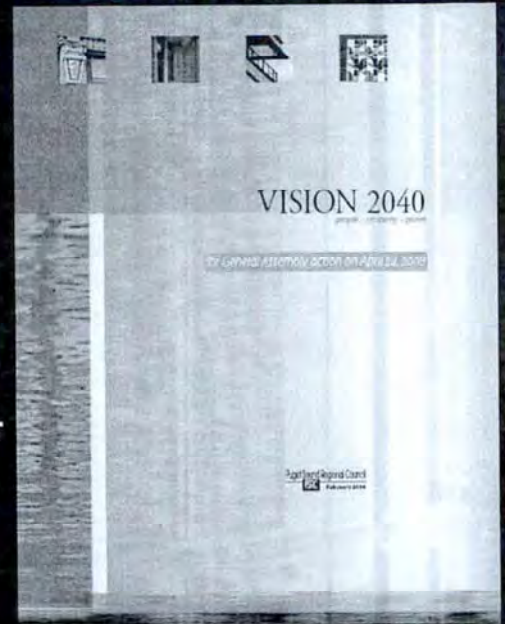
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# INTEGRATING POF: VISION 2040

## ■ *Transportation*

- Ensure safety, efficiency and reliability
- Take life-cycle approach to investment
- Coordinate investments among POF agencies, and encourage interlocal agmts.
- Encourage common regional design standards and operating procedures
- Encourage transit agencies to provide POF-supportive connections
- Ensure vessel and terminal accessibility
- Encourage potential POF providers to undertake more specific market analysis and financial planning for specific routes



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## INTEGRATING POF: LOCAL PLANS

- Report examines local plans for integration of POF
- Many jurisdictions have explicitly identified ferries in plans:
  - King County
  - Kitsap County
  - City of Seattle
  - City of Bremerton
  - City of Des Moines
  - City of Bainbridge Island
- While other affected jurisdictions have not identified ferries, POF is supportive of transportation goals and priorities
- *All affected jurisdictions should include POF in comprehensive plans*

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## NEXT STEPS

- This study is the first major regional planning effort for POF on Puget Sound since the withdrawal of WSF
- Additional level of analysis is recommended for specific routes/locations
- Cooperation among POF agencies is vital



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# Regional Passenger-Only Ferry Study

Project Advisory Committee Presentation

July 31, 2008

## **Task 9: Landside Connections**



Puget Sound Regional Council  
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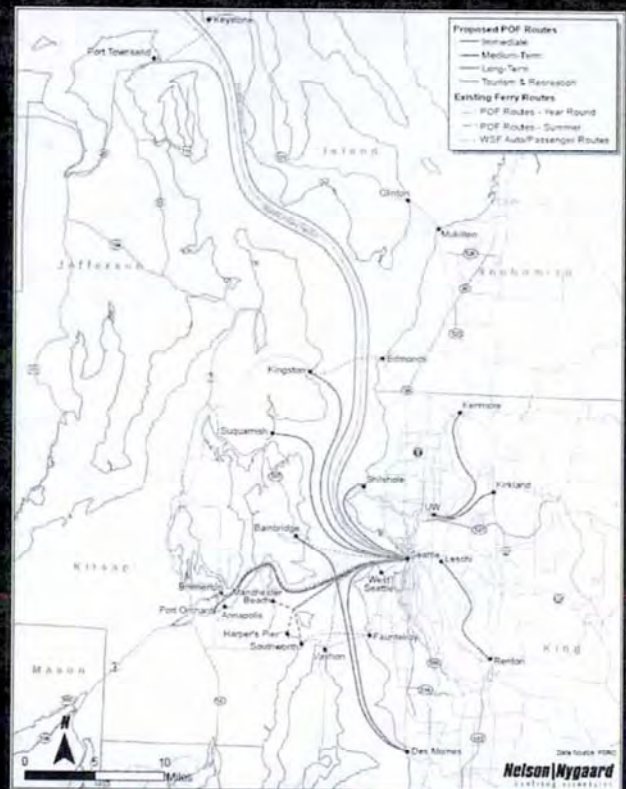
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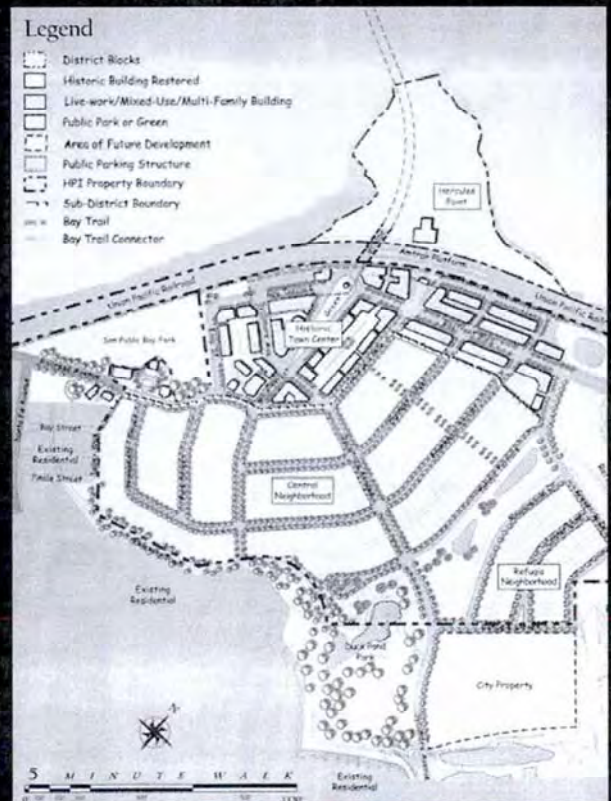


**Mirai**  
Transportation  
Planning &  
Engineering



# WTOD LAND-USE GUIDELINES

- Provide a Mixed-Use Community
- Create a Walkable Environment
- Build to the Street
- Manage Parking Demand
- Provide for Local and Regional Transit Mobility



**Natson/Nygaard**  
consulting architects



**Mirai**  
Transportation  
Planning &  
Engineering



# INTEGRATING POF: SEATTLE/PIER 50

- Current plans for POF deficient for long term
- This plan identifies 10 potential routes to downtown Seattle
- A steep challenge, but also an opportunity
- A well planned and designed terminal can be a model for intermodal connectivity and high capacity transit
- New terminal can be a hub for ferry, pedestrian, transit and vehicles
- *KCFD must partner with Seattle, the State and other regional ferry operators to develop a terminal to accommodate future demand*



**Nelson\Nygaard**  
CONSULTING ARCHITECTS



**Mirai**  
TRANSPORTATION  
PLANNING &  
ENGINEERING



# INTEGRATING POF: BREMERTON

- Best regional example of Water Transit Oriented Development and multimodal terminal design
- Bremerton Tunnel Project making downtown more pedestrian-friendly
- Focused, coordinated development on waterfront creates inviting public spaces
- POF terminal being improved for 2009 service to Seattle
- *Other agencies should look to Bremerton as example of stakeholder cooperation in developing a WTOD-style urban center*



**Nelson\Nygaard**  
consulting architects

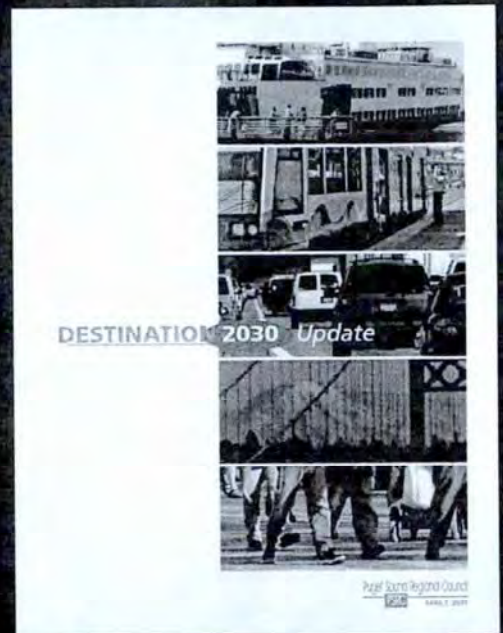


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# INTEGRATING POF: DESTINATION 2030

- Plan recognizes the ferry system's role in improving mobility and economic vitality, but investment strategy for POF is out of date
- PSRC plans to integrate results of this study into 2010 update to Destination 2030
- *Updates should include:*
  - 17 identified routes in study
  - Clear distinction between POF and WSF
  - Consideration of POF governance and coordination
  - WTOD land use guidelines
  - Funding source investigation



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consulting architects

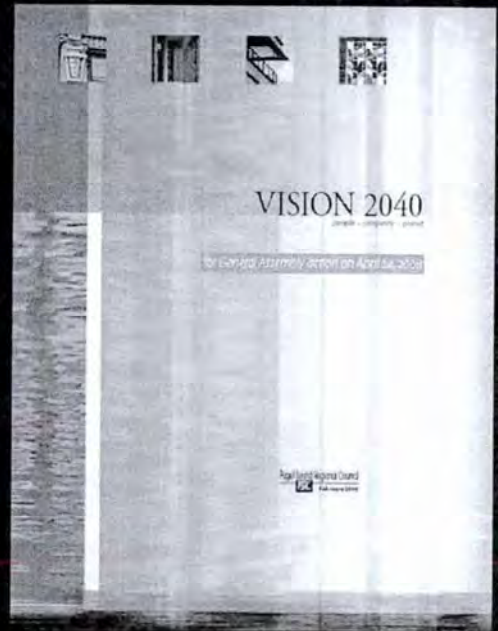


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# INTEGRATING POF: VISION 2040

- Plan uses *Centers* as framework for compact, mixed-use, pedestrian-oriented development
- Plan establishes five general policy areas, in which relevant POF recommendations include:
  - **Environment**
    - Vessels and terminals should be designed and constructed to support environmental goals and standards
    - Water-based routes mitigate landside transportation development
    - Vessels should incorporate cost-effective per-passenger energy reduction measures



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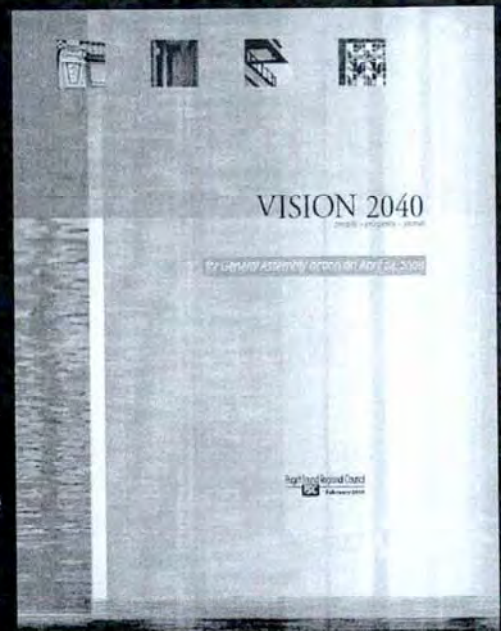
# INTEGRATING POF: VISION 2040

## ■ *Development Patterns*

- Allocation of population and growth should consider POF's role in inducing growth
- Terminals in regional growth centers should use WTOD principles
- Innovative approaches to terminal development should be pursued

## ■ *Housing*

- Provide housing opportunities for all income levels near terminals



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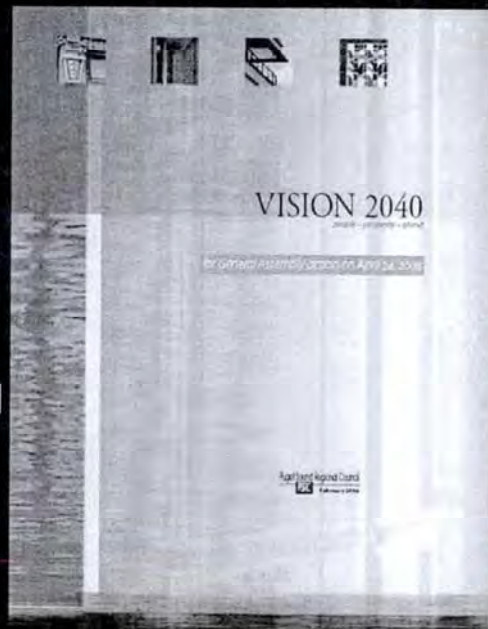
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# INTEGRATING POF: VISION 2040

## ■ *Economy*

- Ensure POF is an option for connecting residences with jobs, commerce, education and services
- POF governance should provide contracting and partnership opportunities for Puget Sound Region businesses
- Identify opportunities to integrate artistic and cultural initiatives into POF service
- POF agencies should provide opportunities for students in maritime fields
- Recognize POF's ability to induce demand and focus growth



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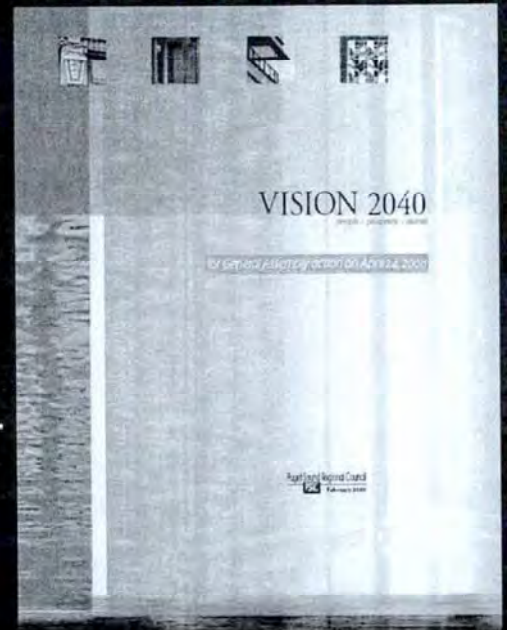


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# INTEGRATING POF: VISION 2040

## ■ *Transportation*

- Ensure safety, efficiency and reliability
- Take life-cycle approach to investment
- Coordinate investments among POF agencies, and encourage interlocal agmts.
- Encourage common regional design standards and operating procedures
- Encourage transit agencies to provide POF-supportive connections
- Ensure vessel and terminal accessibility
- Encourage potential POF providers to undertake more specific market analysis and financial planning for specific routes



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## INTEGRATING POF: LOCAL PLANS

- Report examines local plans for integration of POF
- Many jurisdictions have explicitly identified ferries in plans:
  - King County
  - Kitsap County
  - City of Seattle
  - City of Bremerton
  - City of Des Moines
  - City of Bainbridge Island
- While other affected jurisdictions have not identified ferries, POF is supportive of transportation goals and priorities
- *All affected jurisdictions should include POF in comprehensive plans*

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## NEXT STEPS

- This study is the first major regional planning effort for POF on Puget Sound since the withdrawal of WSF
- Additional level of analysis is recommended for specific routes/locations
- Cooperation among POF agencies is vital

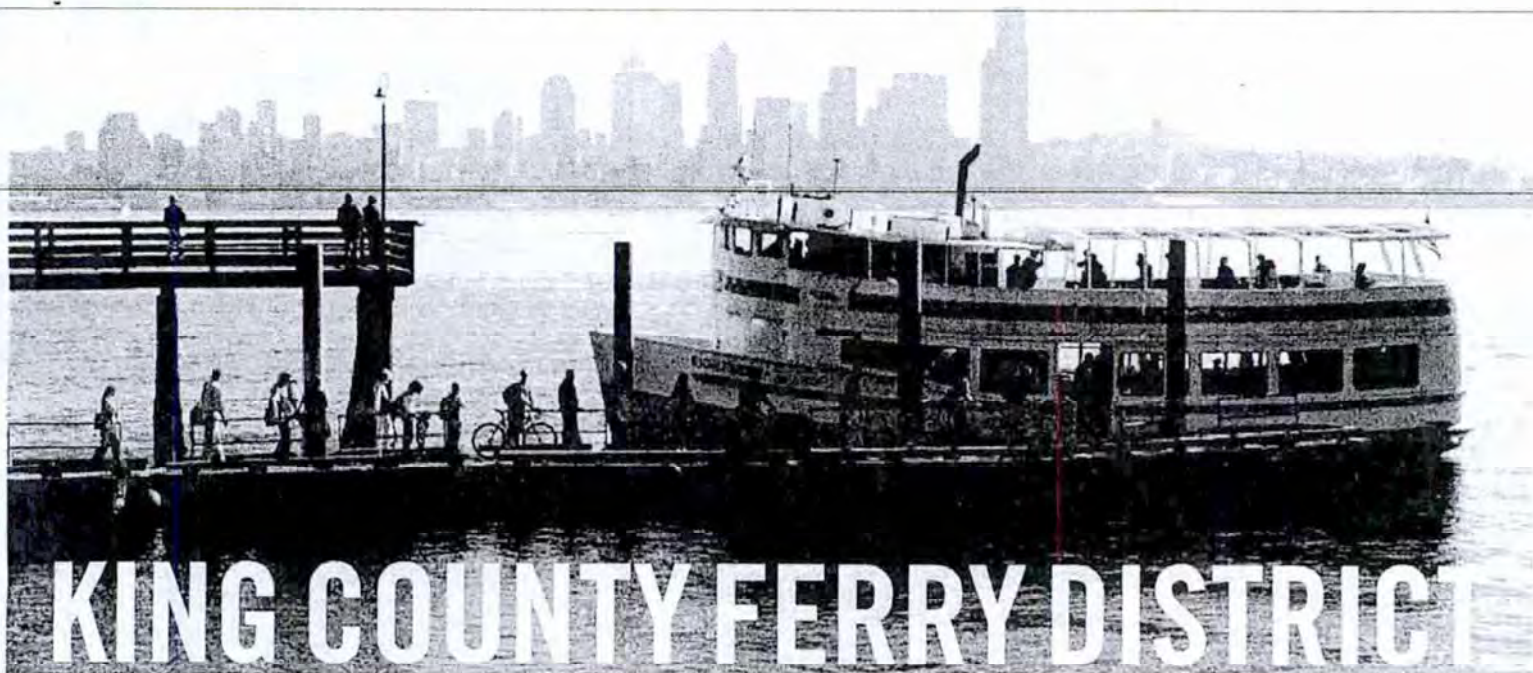


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In April 2007, a new county-wide ferry district was formed in King County to expand transportation options for county residents through passenger ferry services.

As the population of the Puget Sound region continues to grow, so will the pressure on the transportation system. By expanding transportation choices to include passenger ferries, the King County Ferry District (KCFD) can prepare for continued population growth and address the quality of life issues related to managing traffic congestion and its impact on the environment. Passenger ferries also promote economic development, provide tourism opportunities and connect communities.

The KCFD is financing two existing passenger ferry services, and is planning up to five new routes. The KCFD is contracting with King County for operations. A new Marine Division has been created within the King County Department of Transportation.



## Service :: Today

King County has operated a passenger ferry between West Seattle and Downtown Seattle – the Elliott Bay Water Taxi – since 1997.

The KCFD will also assume operation of the Vashon passenger ferry service from Washington State Ferries (WSF) beginning July 2009. The Washington State Legislature cut state funding for that service in 2006 but allowed for counties to step in and provide service.

### KCFD Fares

Elliott Bay Water  
Taxi: \$3 one-way  
Vashon – Seattle:  
\$8.70 round trip  
Children under  
6 ride free

## Service :: In The Future

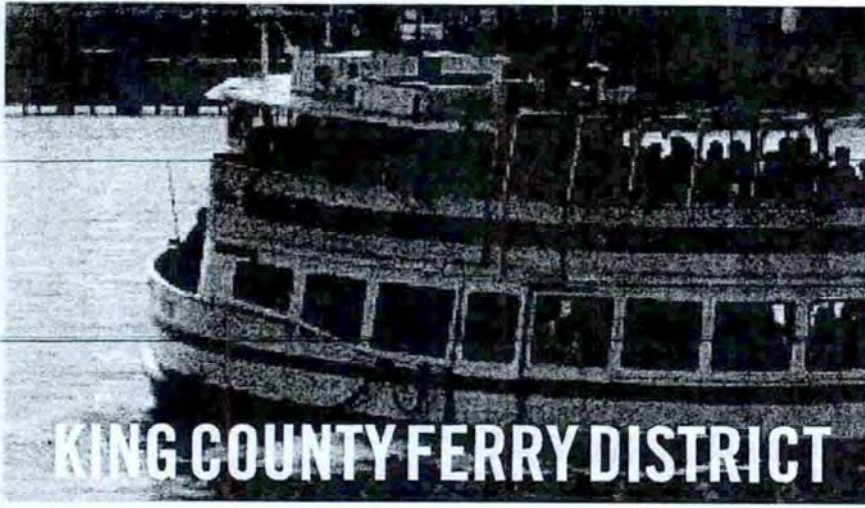
The KCFD is exploring other potential routes across Lake Washington and Puget Sound.

The first demonstration route is scheduled to begin summer 2009, followed each year by an additional new route. Each route will start with a two-year demonstration period followed by a third year transition to permanent service if the service is successful.

Routes and implementation will be determined by the KCFD. Analysis for the new routes is at an early stage.

Potential demonstration routes on next page.





## Service :: Today

- West Seattle – Downtown Seattle
- Vashon – Downtown Seattle



## Making Connections

Free shuttle service provides reliable and convenient connections to landside transit or final destination.

## Benefits of passenger ferry service

- Provides an additional transportation option across and around King County's waterways
- Serves as an emergency alternative when roadways are closed
- Encourages economic development
- Connects communities
- Promotes tourism

## Funding

Starting January 1, 2008 the KCFD levied a 5.5 cents (per \$1,000 assessed value) property tax in King County to fund service and capital projects for a maximum seven permanent routes. This amounts to approximately \$22 per year for a \$400,000 home. The state passenger ferry account, federal grants, and passenger fares will provide additional revenue.

## Service :: In the Future

### Potential Demonstration Routes

- Kirkland – Seattle
- Shilshole – Seattle
- Renton – Seattle
- Kenmore – Seattle
- Des Moines – Seattle



## Upcoming Major Service Milestones

ELLIOTT BAY WATER TAXI  
VASHON FERRY  
DEMONSTRATION ROUTES

| 2008        |        |                                     |      | 2009   |        |                       |      | 2010                           |        |
|-------------|--------|-------------------------------------|------|--------|--------|-----------------------|------|--------------------------------|--------|
| WINTER      | SPRING | SUMMER                              | FALL | WINTER | SPRING | SUMMER                | FALL | WINTER                         | SPRING |
|             |        | Contract Service                    |      |        |        | Contract Service      |      | In-House<br>Year-Round Service |        |
| WSF Service |        | WSF Operated, Ferry District Funded |      |        |        | In-House Year-Round   |      |                                |        |
|             |        |                                     |      |        |        | Demonstration Service |      |                                |        |

## For more information

Kjristine Lund, Executive Director info@kingcountyferries.org  
King County Ferry District Clerk 206.296.1020

For information in alternative formats, e-mail info@kingcountyferries.org or call (206)296-1020 / (206)296-1024 TDD number.

King County Ferry District Board Supervisors: Julia Patterson, Chair  
Jane Hague, Vice Chair | Dow Constantine | Reagan Dunn | Bob Ferguson  
Larry Gossett | Kathy Lambert | Larry Phillips | Pete von Reichbauer



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## Demonstration Routes

The King County Ferry District is looking to expand the passenger-only ferry system by exploring demonstration routes to communities on Lake Washington and Puget Sound.

Demonstration routes may include:

- Kenmore - Seattle
- Kirkland - Seattle
- Renton - Seattle
- Ballard - Seattle



King County Ferry District • 206.296.1020 • [info@kingcountyferries.org](mailto:info@kingcountyferries.org)

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**KING COUNTY PASSENGER-ONLY FERRY PROJECT  
BRIEFING PAPER**

**November 7, 2007**



# KING COUNTY PASSENGER-ONLY FERRY PROJECT

## BRIEFING PAPER

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# KING COUNTY PASSENGER-ONLY FERRY PROJECT BRIEFING PAPER

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## Executive Summary

This briefing paper presents a proposed operating, capital investment, and financial plan for the operation and funding of a passenger-only ferry system by King County on behalf of the new King County Ferry District. The plan is presented for Ferry District Board consideration as the Board moves forward with creation of the passenger-only ferry system and determines a levy rate to support that system.

Under this plan, the system would be governed and funded by the Ferry District and operated by King County. Proposed services include assumption of two existing passenger-only ferry routes (the Elliott Bay Water Taxi serving West Seattle to Downtown Seattle, and the Vashon Island route serving Vashon Island to Downtown Seattle), as well as up to five new routes to connect other communities within King County.

For planning purposes, the new routes under consideration include three Lake Washington Routes (Kirkland to Seattle, Kenmore to Seattle, and Renton to Seattle), and two new Puget Sound Routes (South Puget Sound to Seattle and Shilshole to Seattle). These routes are preliminary and have been identified for planning purposes only; the actual routes and implementation timing would be determined by the Ferry District. It has also been assumed that each of these new routes would start as a demonstration service, moving to permanent service if the demonstration proved successful.

The primary purpose of this document is to present the operations and capital investment plans to the level necessary to estimate expected costs, revenues, and a projected property tax levy rate in order to begin funding services in 2008. Senate Bill 6787 authorized King County to submit a business plan for assumption of the Vashon Island route from Washington State Ferries. The County's business plan was accepted by the State in April 2007, with the understanding that the King County Ferry District would begin funding of the service in July 2008 and start in-house operations in July 2009.

The plan summarized in this briefing paper assumes that the Ferry District would establish an agreement with the King County Department of Transportation for the provision of services directly related to the implementation, operation, and day-to-day administration of the system. The Department of Transportation would form a new Marine Division, which would have primary responsibility for the passenger-only ferry services.

The costs generated in this plan for the existing routes were based on extensive preliminary engineering and planning related to the vessels, terminals, and operations proposed. Cost estimates are based on site visits, concept developments, industry research, and local research of the availability of vessels and terminals. The cost estimates incorporate all anticipated administrative costs related to King County's delivery of the service. However, these costs do not include the Ferry District's internal administrative and support costs. Projected costs for the new routes are based on the cost estimates generated for the existing routes.

Based on the analysis summarized in this document, the proposed services could be provided with a levy rate of \$0.055 per \$1,000 of assessed value. The plan covering both existing and new routes includes total 10-year capital costs of \$140.9 million and capital funding of \$22.8 million, and total operating costs for the 10-year period of \$127.5 million with operating revenue of \$19.5 million. Annual operating costs for all seven routes by 2017 would be approximately \$19.6 million with \$4.0 million in annual operating revenue. The new routes are estimated to cost \$1.2 million per year during the demonstration phase and \$2.2 million per year per route once they move to in-house operations.



# KING COUNTY PASSENGER-ONLY FERRY PROJECT BRIEFING PAPER

## Introduction

The Puget Sound region has a long history of waterborne transportation, with waterways such as the Puget Sound and Lake Washington serving as the first major transportation routes in the area. The prevalence of waterborne transportation declined as major improvements were made in land-based transportation in the early twentieth century. However, in recent years as the roads and highways in the region have increasingly reached full capacity, there has been renewed interest in waterborne transportation, particularly passenger-only ferries.

Starting in 1997, King County operated a passenger-only ferry from West Seattle to Downtown Seattle, called the Elliott Bay Water Taxi. The service has been funded annually and operated on a contracted demonstration basis. Service has been provided most years since 1997, with service limited to the summer months for all years except 2001-2002.

King County began consideration of an increased role in waterborne transportation in 2005, with the publication of the King County *Waterborne Transit Policy Study*. This study included the potential for continuation of the existing Elliott Bay Water Taxi service, as well as the evaluation of potential other routes across Lake Washington, Lake Union, and Puget Sound.

More recently, the County considered assuming operation of the Vashon Island passenger-only ferry from Washington State Ferries (WSF). The 2006 Washington State Legislature enacted Senate Bill 6787, which in part authorized King County to submit a business plan to the Governor for the assumption of the Vashon Island passenger-only ferry. The County submitted a business plan in November 2006, a revised version of which was accepted by the State in April 2007.

On April 30, 2007, a new county-wide Ferry District was formed in King County with a mandate to consider the delivery of passenger-only ferry services serving destinations in King County. The Ferry District is the governing body for the proposed King County passenger-only ferry system and has authority to levy property taxes for the provision and operation of these services. In order to meet the agreed schedule for transfer of the Vashon Island service, the Ferry District would need to make a final determination of the tax levy amount prior to November 30, 2007. The levy rate must cover the needs of the two existing passenger-only ferry routes that the Ferry District would assume responsibility for (Downtown Seattle to Vashon Island and Downtown Seattle to West Seattle), the new routes (five proposed), and land-based shuttles to serve the routes.

## Consultant Team

A consultant team was contracted by King County to prepare operational, capital investment, and financial analysis for the proposed passenger-only ferry system. The members of this team have extensive experience in the passenger ferry business, as well as a track record of successful projects for King County dealing with passenger-only ferries.

| Firm      | Role                              | Expertise                                                                                                                                                                                                                            |
|-----------|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| IBI Group | Prime Consultant, System Planning | Prime consultant on a number of passenger ferry projects for King County since 1999, including the 2005 <i>Waterborne Transit Policy Study</i> and the <i>King County Business Plan for the Vashon Island Passenger-Only Ferry</i> . |



# KING COUNTY PASSENGER-ONLY FERRY PROJECT

## BRIEFING PAPER

|                          |            |                                                                                                                                                                                 |
|--------------------------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Elliott Bay Design Group | Vessels    | Naval architects. Team members each bring over two decades of experience in the marine industry.                                                                                |
| Fast Ferry Management    | Operations | General Manager for Vallejo Baylink Ferries in the San Francisco Bay Area.                                                                                                      |
| Moffatt & Nichol         | Terminals  | Led by former Washington State Ferries Manager of Terminal Operations.                                                                                                          |
| Progressions             | Finance    | Former Washington State Ferries Director of Finance and Administration plus former Washington State Ferries Chief Financial Officer/Deputy Director/three time Acting Director. |

### Objectives

In support of the implementation of the proposed passenger-only ferry system, the objectives of this briefing paper are to:

1. Outline a robust operations and capital investment plan, and the financial implications of that plan, to enable the King County Ferry District to begin funding the Seattle to Vashon Island service in 2008, assume direct in-house operation of that service in 2009, support ongoing operation of the Elliott Bay Water Taxi, initiate several additional routes, fund connecting shuttle services, and conduct studies of potential routes.
2. Provide financial analysis for the purpose of setting a levy rate by November 30, 2007.

### Outline of the Briefing Paper

This briefing paper is divided into five main chapters. The System Overview provides a quick summary of the overall system concept. The Existing Routes Service Plan describes anticipated service parameters for the Vashon Island and Elliott Bay Water Taxi routes. The Existing Routes Operations Plan identifies the main operational assumptions for the Vashon Island service and the Elliott Bay Water Taxi. The Existing Routes Capital Investment Plan provides a description of the facility and vessel investments proposed to support the operational plan for the existing routes.

The New Routes section identifies the assumptions and parameters, operating and capital, that were used to generate an estimate of the financial requirements of these additional services. The Financial Plan summarizes the projected costs and revenues of the two existing routes and five potential new routes, and identifies the levy rate that would be needed to support those services.

## System Overview

The King County Ferry District (KCFD) would assume responsibility for the operations of the two existing passenger-only ferry services linking Downtown Seattle to Vashon Island and West Seattle, and would also assume responsibility for up to five new routes which, for the purpose of this plan, include Kirkland to Seattle, South Puget Sound to Seattle, Kenmore to Seattle, Shilshole to Seattle, and Renton to Seattle.

For planning purposes, it has been assumed that the Kirkland route would start service in July 2009, followed by the South Sound route, the Kenmore route, the Shilshole route, and then the Renton route, with a new route





# KING COUNTY PASSENGER-ONLY FERRY PROJECT BRIEFING PAPER

starting each year. Actual routes and implementation timing would be determined by the Ferry District. For planning purposes, it has been assumed that each of these new routes would start with a two-year demonstration period followed by a third year for transition of the route to permanent, in-house service.

All ferry service would be managed by a new King County Marine Division with administrative support coming from various King County agencies and departments. Ferry operations would be conducted with King County owned (or leased) vessels operated and maintained by King County.

The services described in this paper would initially utilize ferry terminal facilities owned by others, and made available for King County use through leases or other cooperative agreements. The KCFD would make capital investments in existing and new facilities as needed.

## Existing Routes Service Plan

### Routes

The Vashon Island route is 8.12 nautical miles (nm) in length covering the distance from Pier 50 in Seattle to the passenger-only boarding float located at the Washington State Ferry dock facility on the northern end of Vashon Island.

Weather and marine traffic permitting, the route can be run at a service speed of 30 knots, covering the one-way distance in approximately 16 minutes. Allowing 3 minutes of maneuvering time out of Pier 50, and into the Vashon Island berth, the route can comfortably be scheduled for a one-way total trip time of 30 minutes.

The Elliott Bay Water Taxi (EBWT) route is 1.69 nm in length covering the distance from Pier 50 in Seattle to the passenger-only boarding dock currently located at Seacrest Park in West Seattle.

Weather and marine traffic permitting, the route can be run at a service speed of 20 knots, covering the one-way distance in approximately 5 minutes. Allowing 3 minutes of maneuvering time out of Pier 50, and into the West Seattle berth, the route can comfortably be scheduled for a one-way total trip time of 15 minutes.

### Schedules

The overall level of service to be provided to Vashon Island and West Seattle would be determined by the KCFD Board. Draft schedules have been prepared based on current levels of service, direction provided by King County Staff, and stated preferred sailing times from surveys conducted on the Vashon passenger-only ferry and the Elliott Bay Water Taxi in August 2007.

#### Vashon Island

Service would be provided during the weekday morning and afternoon peak periods (approximately 6:00 to 9:00 AM and 4:00 to 7:00 PM respectively). The Vashon Island - Seattle route is expected to have three peak direction sailings in the morning peak period, and three peak direction sailings in the afternoon peak period (weekdays only). The first morning sailing would depart at 6:30 AM from Vashon Island, with the last afternoon sailing departing Seattle at 6:40 PM. A draft schedule for financial planning purposes is attached; this schedule may be revised prior to service implementation.



# KING COUNTY PASSENGER-ONLY FERRY PROJECT BRIEFING PAPER

## Elliott Bay Water Taxi

During the warmer months (April-October), all-day service would be provided seven days a week, with some variation in the hours of operation between the different days of the week. Weekday service would begin at 6:30 AM Monday through Thursday, with the last sailing at 7:15 PM. On Friday and Saturday, service would be extended until 11:00 PM in the evening, while Saturday and Sunday service would begin at 9:00 AM, with Sunday service ending around 7:00 PM.

During the winter (November-March), service would be offered weekday peak periods only. Morning service would run from approximately 6:30 AM to 9:00 AM and from approximately 4:30 PM to 7:00 PM. A draft schedule for financial planning purposes is attached; this schedule may be revised prior to service implementation.

## Existing Routes Operations Plan

### Program Management and Administration

Management and support requirements for the Ferry District marine operations would be composed of King County program management and support duties plus Washington State Ferries administrative overhead for 2008-09.

### King County Management and Administration

This plan assumes that King County would create a new division within the Department of Transportation, the Marine Division, with primary responsibility for ferry service operations. The Marine Division would be headed by a General Manager who would have overall responsibility for the ferry system, would be the lead on customer services and strategic planning, and would have overall oversight of all operations. Three managers would report directly to the General Manager. The Operations Manager would be responsible for daily operations management, serve as the Port Captain, act as the Security & Safety Officer, and have responsibility for regulatory compliance. The Operations Manager would also be responsible for training and certification of captains and deckhands. The Maintenance Manager would be responsible for the planning and execution of vessel and facilities maintenance. The Administrative Manager would coordinate administrative and interdepartmental activities and relations, providing an interface with other departments of King County.

A number of organizational units within King County are likely to be involved to some degree in support of both the set-up of the Ferry District and King County Marine Division, and ongoing management of the service. These organizational units include: the King County Prosecuting Attorney's Office, Procurement and Contract Services, Office of Information Resource Management, Office of Risk Management, Office of Regional Transportation Planning - Grants Management, Governmental Relations, DOT-Finance, Finance & Business Operations, DOT-Transit, Human Resources, and Engineering Services. A draft organizational chart is provided as an attachment to this document. For financial planning purposes, an estimate of the approximate staff level of effort in Full-Time Equivalents (FTEs) has been generated for each of these units, and the cost of these interagency services estimated using an average staff cost. Standard King County overhead rates for human resources, central government, and other indirect services have been used to estimate indirect management and support costs for the King County Marine Division.





# KING COUNTY PASSENGER-ONLY FERRY PROJECT BRIEFING PAPER

Additional labor would be required during program start-up to support vessel procurement and terminal improvements. This has been included in the capital costs for vessels (design, procurement, etc.) and terminals (design, engineering, permitting, etc.).

## Contractor Overhead

During the period from July 2008 through June 2009, when the Ferry District would be funding the Vashon passenger-only ferry (with WSF operating it under contract) Washington State Ferries would be expected to incur costs for indirect services such as dispatch, crew training, payroll, and administrative services. WSF would likely apply an overhead charge to the direct vessel and terminal costs to account for these indirect costs. It has been assumed that the overhead charge would not exceed the current rate WSF uses to distribute management and support charges to their other ferry routes.

## Vessel Operations

For at least the first two years of operations the plan assumes that the KCFD would utilize leased vessels to serve the routes outlined above. Given the marketplace for leased vessels, certain operational compromises may be required. Therefore, a transitional service may need to be implemented prior to optimizing service.

As soon as feasible, KCFD would purchase new ferry vessels that would be designed to meet the specific operational needs of the routes. New vessels would provide a higher level of operational and financial efficiency. New vessels would also assist KCFD in building a reliable and value-added transit service.

To provide for ultimate flexibility and financial efficiencies, to enhance safety and operator familiarity, and to minimize maintenance, wear and tear, and training costs – it is recommended that three identical vessels be procured to serve the two routes identified above. Vessels would be specified to carry 149 passengers and be operated by a crew of three.

A four-engine catamaran style vessel could be procured that can operate at 30 knots on four engines on the Vashon Island route, or just as easily operate at 20 knots on two engines on the West Seattle route. With three identical vessels, the vessels could be rotated between routes in order to spread out machinery hours and reduce costs. The third vessel would be held in reserve each day to serve as a backup vessel. While in reserve status, the maintenance crews would be able to perform preventative maintenance or repairs on the third vessel. Similarly, the service would be covered while a vessel underwent United States Coast Guard required drydockings or other heavy maintenance or repairs that would take the vessel out of service.

Each vessel should be identical in all respects. This would enhance both crew and passenger familiarity, and help minimize the need for spare parts, equipment, furnishings, and components. Identical vessels can be docked, secured with mooring lines, and have their passenger boarding ramps all rigged in the same fashion. Ultimately, this approach would result in much safer ferry operations.

## Operating Labor

*This section summarizes the consultant's recommendations based on best industry practice. Actual staffing levels and duties could be modified based on future collective bargaining.*



# KING COUNTY PASSENGER-ONLY FERRY PROJECT

## BRIEFING PAPER

It has been assumed that each vessel would be manned by a crew of three in accordance with the United States Coast Guard Certificate of Inspection for each vessel. For financial analysis purposes, a crew complement of one licensed Master and two deckhands is assumed. One of the deckhands would be designated as the senior deckhand.

### *Master*

The Master (or Captain) would have complete and total responsibility for navigation, operation, safety, security of the vessel, his/her assigned crew, and the passengers carried. The Captain would serve as the Vessel Security Officer, perform log keeping and complete required reports, conduct training, drills, etc. The Captain would be responsible for preparing the assigned vessel for service, operating the vessel on the assigned route and schedule, and preparing the vessel for turnover to the next crew or for nightly tie-up. The Captain would also be responsible for all external communications to King County staff and other outside agencies as required.

### *Deckhands*

The deckhands would assist the Captain as required, and would play a role in all aspects of vessel operation under the direction and supervision of the Captain. Primarily they would assist in vessel preparation, handle mooring lines, rig passenger boarding ramps, board passengers, verify fares, conduct security and safety sweeps, clean the vessel, replenish consumables, provide first line customer service, and assist with fueling, taking on water, pumping sewage, rigging shore power, etc. The deckhands would serve as lookouts, assist the Captain with vessel operation, and participate in training and drills.

For each assigned crew, there would be a deckhand qualified to serve as senior deckhand. The senior deckhand would be so noted in the vessel log, and would have the additional responsibility to assume command of the vessel if at any time the Captain became unable to fulfill his/her duties.

The vessel crews would report directly to the King County Marine Division Operations Manager, who would also serve as Port Captain. The relationships are depicted in the organizational chart attached.

Shift assumptions for the two in-house routes are as follows:

|        | Vashon Island Route                                                     | Elliott Bay Water Taxi                                                                                                                                              |
|--------|-------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Shifts | <ul style="list-style-type: none"><li>One 40-hour split shift</li></ul> | <ul style="list-style-type: none"><li>Two 40-hour shifts plus two 20-hour shifts for summer service (April-Oct)</li><li>One 40-hour split shift (Nov-Mar)</li></ul> |

### *Fuel*

Fuel consumption is a function of hours of operation, vessel cruise speed, voyage profile and installed horsepower. For the proposed fleet, average engine loads were approximated for each route. Using these values, average weekly and annual fuel consumption for each route was then calculated. For financial planning purposes, the fuel price has been set at the same level as that used by King County Metro Transit: \$2.70 per gallon in 2009. For later years, this price has been increased at the same rate as inflation, using the Implicit Price Deflator (IPD) rate.



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Fuel consumption rate assumptions are as follows:

|                  | Vashon Island Route                                                 | Elliott Bay Water Taxi                                              |
|------------------|---------------------------------------------------------------------|---------------------------------------------------------------------|
| Fuel Consumption | <ul style="list-style-type: none"><li>90 gallons per hour</li></ul> | <ul style="list-style-type: none"><li>74 gallons per hour</li></ul> |

### Other Operating Costs

Other costs associated with operation of the vessels include items such as consumables, crew uniforms, communication, insurance, and worker and rider injury claims. For in-house operation, the WSF vessel cost model has been adapted for the 149 capacity vessel operating profile. Other operating costs have been estimated using the vessel cost model and supplemented with current estimates of insurance costs for 149 passenger vessels.

### Vessel Maintenance

Maintenance plans for leased or owned vessels would be similar. Vessel maintenance items from the least complex to the most complex include simple on-board daily maintenance, periodic maintenance and trouble shooting and annual vessel overhaul and inspection. Descriptions of these activities follow:

1. Daily Maintenance – Vessel daily maintenance consists of cleaning the vessel, performing routine maintenance on vessel equipment and other items necessary to keep the vessel in an operable and presentable condition for its prescribed use. Typically these tasks would be performed by the vessel crew.
2. Propulsion System Heavy Oil Change – This includes changing engine oil, lube oil, as well as changing fuel and oil filters. The schedule for this type of maintenance would be based upon the number of hours between changes as determined by the engine manufacturer and vessel owner.
3. Annual Vessel Dry-docking – Annual vessel inspections, dry-docking and US Coast Guard inspection would require each vessel to be taken out of service for approximately two weeks each year. Included in this dry-docking period is inspection and minor repair of systems, interior outfit and vessel coatings.
4. Propulsion System Major Maintenance – As with the heavy oil changes, the schedule for this type of maintenance is based upon engine hours. Propulsion system major maintenance items include:
  - Top End Overhaul – Includes replacement of turbocharger, water pump, and other rotating engine components as necessary.
  - Major Engine Overhaul – This is a complete overhaul of engine.

Vessel maintenance and repairs would be carried out by the combined efforts of King County employees (Assistant Engineers and Oilers) and by outside vendors and marine repair facilities. Costs for both of these have been included in the financial analysis.

Most preventative maintenance and light repairs would be accomplished by the Assistant Engineers and Oilers working on the vessels daily under the direction of the King County Marine Division Maintenance Manager (the Maintenance Manager would also serve also as the Port Engineer). The relationships are depicted in the organizational chart attached.



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Assistant Engineers and Oilers would be on duty during all hours of vessel operation. They would assist Captains with morning vessel preparations, mid-day crew changes, and nightly shut down of the vessels. They would communicate with each on-coming and off-going captain and receive verbal and/or written reports regarding any vessel maintenance issues.

Otherwise, during normal vessel operations they would perform preventative maintenance and light repair work on the backup vessel. At all times they would be available to assist an operating vessel with any maintenance issue that might arise during the course of vessel operations. They would also monitor and assist with any vessel maintenance or repair work being performed by outside vendors or marine repair facilities.

Routine preventative maintenance and light repairs for most vessel systems would be accomplished by in-house staff. This would be the most cost effective alternative, and over time would build a core of maintenance knowledge and expertise in-house.

Certain specialized preventative maintenance and repairs are most efficiently and effectively performed by outside vendors. Items such as radars, VHF radios, GPS navigation systems, and some of the more complex machinery maintenance items require outside vendors who have the requisite tools, training, and experience. The Marine Division staff should arrange for on-call maintenance contracts with qualified vendors to perform these services. Heavy preventative maintenance and repairs, such as vessel drydocking and engine overhauls, should be contracted out via competitive bid to local qualified marine repair facilities.

### Maintenance Labor

*This section summarizes the consultant's recommendations based on best industry practice. Actual staffing levels and duties could be modified based on future collective bargaining.*

The Assistant Engineers and Oilers employed by King County would not be assigned to any particular vessel. Rather they would be shore-based and would work on vessels as assigned or directed by the Port Engineer.

#### *Assistant Engineer*

This position would require an extensive working knowledge of ferry vessels, marine propulsion equipment, auxiliaries, and associated systems.

The Assistant Engineers would assist the Captains with vessel startup each morning, and be available to assist the Captains of each vessel in operation that day should any maintenance issue arise. Otherwise the Assistant Engineer would perform preventative maintenance and light repairs on the backup vessel as assigned by the Port Engineer.

The Assistant Engineer would take daily reports on maintenance issues from the Captains at crew change, take actions as necessary, and communicate fully with the Port Engineer and the oncoming Oiler for turnover. All maintenance and repair work should be documented and logged.

#### *Oiler*

This position would require a base working knowledge of ferry vessels, marine propulsion equipment, auxiliaries, and associated systems. The Oiler would receive a briefing from the Assistant Engineer at the beginning of the Oiler's shift/end of the Assistant Engineer's shift, and work with him/her during shift overlap. The Oiler would assist Captains with vessel startup after any crew change, and vessel shut down each evening, and would be available to assist the Captains of each vessel in operation should any maintenance issue arise.





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After vessel shut down, the Oiler would check fluid levels, add fluids as necessary, clean bilges, change oil and filters, and perform any other machinery or equipment checks as directed. Otherwise the Oiler would perform preventative maintenance and light repairs on the backup vessel as assigned by the Port Engineer.

The Oiler would take daily reports on maintenance issues from the Captains at crew change or vessel shut down, takes actions as necessary, and ensure turnover of maintenance issues to the oncoming Assistant Engineer (next morning) and the Port Engineer as necessary. All maintenance and repair work should be documented and logged.

### Terminal Operations

KCFD would need to operate at least three terminals in order to provide the planned ferry service to Vashon Island and West Seattle. It is anticipated that at the outset, facilities would either be leased or operated under some form of cooperative agreement with Washington State Ferries (WSF) for Pier 50 in Seattle, and the passenger-only loading facility at Vashon Island. Similarly, an arrangement might be required with the City of Seattle for operations to Seacrest Park in West Seattle.

Eventually, KCFD may acquire some of these facilities or build new facilities in their place. Also, there are plans to acquire or construct a ferry maintenance facility in the Harbor Island/Duwamish area.

Pier 50 would be open during all hours of ferry operations and would be staffed by a Customer Service Representative. All outlying passenger terminals would be un-staffed.

At Pier 50, the public entrances would be opened by the staff at the appropriate hour and queuing and fare verification would take place as all outbound passengers arrive to board the vessels. Upon arrival of ferries in Seattle, the deckhands would unlock arrival gates to allow inbound passengers to leave, and then the deckhands would load the outbound passengers and verify fares. Gates leading to the passenger float would always be locked and secured unless passengers are actively being loaded or unloaded. Meanwhile, the public areas (non-revenue) of the Pier 50 terminal would be open to the public and monitored by the Customer Service staff.

During all hours, the outlying terminals would be gated and locked with security measures in place. During operating hours, ferries would arrive at these terminals from Seattle and one of the deckhands would unlock the gates and allow disembarking passengers to exit the facility. After passengers unload, the deckhands would verify fares and load passengers for the next scheduled departure, and lock the gates after passenger loading completes.

### Staff

*This section summarizes the consultant's recommendations based on best industry practice. Actual staffing levels and duties could be modified based on future collective bargaining.*

The Pier 50 terminal would be staffed during all hours of ferry operations by a Customer Service Representative. This could be accomplished with two full time positions and one part time position. It has been assumed that staffing would be reduced on a seasonal basis, commensurate with the sailing schedule of the routes that dock at Pier 50.

The proposed scheduling would allow for shift overlap on Fridays, Saturdays, and Sundays, when the West Seattle service currently sees large numbers of first time ferry riders (tourists and leisure travelers).





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The Customer Service Representative (CSR) would be the only position in the marine division that would not require ferry-specific experience or skills. This would be strictly a customer service position whose primary responsibility would be to answer customer questions and assist customers in having a positive ferry experience.

The person should possess excellent communication skills, and have the people skills necessary to efficiently and adroitly assist customers with their various needs, questions, and concerns.

Additionally, the CSR would generally maintain watch over the facility at Pier 50, restock consumable materials, provide lost and found services, and maintain the facility by performing light cleaning and housekeeping functions. The CSR would maintain records, logs, and reports as required. Additionally, the CSR would communicate as required with the ferry boat crews, maintenance crews, and the management staff.

The CSR would report directly to the King County Marine Division Operations Manager, who also serves as Port Captain. The relationships are depicted in the organizational chart attached.

## Other Terminal Operating Costs

Other terminal costs, including utilities, have been estimated using Washington State Ferries and industry experience for similar facilities.

## Terminal Maintenance

*This section summarizes the consultant's recommendations based on best industry practice. Actual staffing levels and duties could be modified based on future collective bargaining.*

Terminal facilities that would be owned by the KCFD would need to be maintained by King County employees, or through facilities assistance from other King County agencies or departments, or by outside vendors or contractors as discussed below.

Terminal facilities that would be leased by KCFD from others should include provisions for terminal maintenance from the lessor, or be maintained by King County employees, or through facilities assistance from other King County agencies or departments, or by outside vendors or contractors, depending on the preference of KCFD and the arrangement with the lessor. No dedicated terminal maintenance staff positions are envisioned in either the near or far term. For KCFD terminals, the vessel maintenance staff would have the collateral duty of performing all basic preventative maintenance and light repairs.

If the scope of preventative maintenance or repairs exceeds the expertise of the vessel maintenance staff, the Marine Division Maintenance Manager (working with the rest of the management staff) would arrange for preventative maintenance or repairs by others. If the maintenance or repair needs could be efficiently addressed by other King County agencies or departments, then those arrangements would be made, and agreements or policies would be put in place for ongoing support. If the scope of preventative maintenance or repairs exceeded the expertise of all King County maintenance assets, then the management staff would contract for assistance from outside waterfront/marine construction and repair providers.





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Basic preventative maintenance and light repairs would be accomplished by the vessel maintenance staff. This work includes items such as:

- Safety and security inspections
- Greasing equipment
- Changing light bulbs
- Periodic wash down of all surfaces
- Lubrication of locks and hinges
- Repair of mooring lines and fittings
- Repair of lifelines and fittings
- Inspecting fire safety equipment
- Minor painting and preservation
- Minor piping and electrical repairs
- Annual inspection of voids

Heavy maintenance and repair would most likely be accomplished by other King County agencies or departments, or by outside vendors under contract including:

- Large scale painting or preservation projects
- Replacing light fixtures or re-wiring facilities
- Major piping repairs or replacements
- Drydocking of floats
- Diver inspections
- Structural repairs to floats, knees, fenders, pilings, gangways, ramps

## Ridership

### Vashon Island Route

Historic data has shown a steady decline in ridership on the current Vashon-Seattle passenger-only ferry. WSF generally tracks ridership in the westbound direction only (the direction in which riders pay in the WSF system). The majority of westbound travel occurs in the afternoon peak period. Afternoon peak ridership in 2006 was approximately 270 riders per day, with only two afternoon sailings from Seattle. This is down from approximately 330 PM peak riders in 2003 and 420 PM peak riders in 2001, with three sailings in the PM peak (out of a total daily sailing schedule of approximately eight round-trips). In addition to service cuts in 2005, there have been steady fare increases since 2001 of between 13% and 4% per year.

Total ridership on the current passenger-only ferry is partially composed of riders originating on Vashon Island, and partially composed of riders originating in Southworth and transferring from the WSF Southworth-Vashon auto-ferry. Based on counts conducted by WSF in September 2006, the split is approximately 65% Vashon riders and 35% Southworth riders. Use of the passenger-only ferry by Southworth riders is dependent on a convenient timed transfer between the Southworth-Vashon auto-ferry and the passenger-only ferry.

Based on Puget Sound Regional Council projections, the population of South Kitsap County is anticipated to grow approximately 15% between 2006 and 2020, and the population of Vashon Island is anticipated to grow close to 2% during that same period.



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Given the uncertainties surrounding ridership growth, a conservative approach has been taken to estimate future ridership. For financial planning purposes, ridership has been assumed to grow proportionately to projected population growth in Vashon Island and South Kitsap County. Ridership from Southworth has been adjusted to reflect the number of sailings that would support transfer of Southworth riders from the WSF auto-ferry. With the current WSF sailing schedule and the proposed passenger-only ferry sailing schedule, one AM peak sailing and one PM peak sailing would support a convenient transfer of Southworth riders.

|                  | 2008    | 2010    | 2012    | 2014    | 2016    |
|------------------|---------|---------|---------|---------|---------|
| Annual Ridership | 157,300 | 158,000 | 159,100 | 160,100 | 161,200 |

Actual ridership could be lower or higher. Historic ridership has shown a decline in ridership that has corresponded with increases in fares and decreases in levels of service. Improved service levels, as proposed in this plan, could increase ridership above projected levels. External factors could also impact ridership. If WSF changed the schedule of the auto-ferries providing a connection between Vashon Island and Southworth to better coordinate with the passenger-only route, ridership from Southworth could be expected to increase. On the other hand, ridership could decrease if a direct Southworth-Downtown Seattle ferry was implemented. No loss of Southworth riders due to implementation of a direct ferry connection between Southworth and Downtown Seattle has been assumed to occur in the planning horizon of this analysis. However, WSF could potentially implement a direct auto-ferry connection as early as 2015 or another entity could provide a direct passenger-only ferry connection from Southworth to Downtown Seattle.

### Elliott Bay Water Taxi

Actual ridership counts were used as the basis for future ridership projections. Data was available for 1998-1999 and 2001-2007. May 2001 to September 2002 was the only period with ridership data for continuous, year-round service. Ridership data was only available for the months of April to June for 2007.

Ridership projects for the summer months were developed by applying an average growth rate to the per monthly ridership of the preceding year. For the months May and June, 2007 ridership counts were used as the base year. For the months July, August, and September, 2006 ridership counts were used as the base year. Ridership was projected to grow at a rate of 5% per year. This rate is the average ridership growth rate on the Elliott Bay Water Taxi for the years 2001-2007. Note that the actual year-to-year growth rate has varied significantly – from a 37% reduction in ridership to a 31% increase in ridership.

A different method was used to develop ridership projections for the off-season months. In the one year with year-round service, October 2001 to September 2002, the month with the highest ridership was August. August is also the month with the highest ridership when the average ridership per month is calculated based on all available ridership data. A ratio was calculated for each off-season month (October to April) of riders per month compared to the riders per month for August. This relationship was reproduced in the ridership projections – with ridership in the off-season months based proportionally on the August ridership for that year.

For the first couple years of service before the service would become year-round, ridership projections were adjusted to account for the actual months of operation.

|                  | 2008    | 2010    | 2012    | 2014    | 2016    |
|------------------|---------|---------|---------|---------|---------|
| Annual Ridership | 167,600 | 191,000 | 210,200 | 232,200 | 256,000 |



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### Fares

#### Fare Collection

The fare collection system would be same for both the Vashon Island and West Seattle routes although the fare structure for each route would most likely be route-specific, reflecting different distances and operating costs. Fare collection at Pier 50 would occur for both destinations and fares would be collected from passengers traveling in both directions. Currently WSF only collects fares from passengers heading west (out of Downtown Seattle), while the Elliott Bay Water Taxi collects fares from passengers heading in both directions.

Under consolidated service, tickets for either Vashon Island or West Seattle would be purchased from vending machines that accept debit or credit cards at any of the three terminals. Passenger waiting areas would not be secured (passengers with tickets for separate destinations would not be segregated from each other, or from passengers without tickets). Smart card reader machines would be located on the floats as close to the boarding gangplanks as possible.

Once a vessel arrived at a terminal, a crew member would open a security gate and would monitor the smart card ticket readers as passengers board the vessels. The smart card readers are needed to deduct a fare from the Regional Fare Coordination System smart cards and to give an indication to the crew member at the vessel door that the card is valid and the fare has been successfully deducted. Passengers wishing to pay with exact change may do so on the vessel at a cashbox (similar to bus cashboxes in that crew members would not need to handle cash and only exact change would be accepted). All cash money would be handled and counted off site. It would not be necessary to provide secure rooms for safes or accounting purposes.

#### Fare Rates

For financial planning purposes, this analysis assumes fares consistent with the current Elliott Bay Water Taxi and Vashon passenger-only ferry fares. Other fare assumptions include:

- One-way fares on all routes (including Vashon Island)
- No seasonal peak/off-peak pricing (year-round fares)
- Pricing on a route-by-route basis
- No bicycle surcharge
- Participation in regional fare integration initiatives such as Puget Pass and smart card

The current fare rates are identified in the following tables.

**Vashon Island - Downtown Seattle Route (one-way fares)**

| Fare Type       | Fare                                              |
|-----------------|---------------------------------------------------|
| Full Adult Fare | \$4.25                                            |
| Commuter Ticket | \$3.60                                            |
| Monthly Pass    | \$116.20 per month, approximately \$2.90 per trip |
| Senior/Disabled | \$2.10                                            |
| Youth (6-18)    | \$3.60                                            |



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| Elliott Bay Water Taxi (one-way fares) |           |
|----------------------------------------|-----------|
| Adult                                  | \$3.00    |
| Youth (6-17)                           | \$3.00    |
| 5 years and under                      | Free      |
| Senior/Disabled                        | \$3.00    |
| Riders with valid Metro transfer       | \$1.00    |
| Valid King County or Regional pass     | No charge |

The KCFD would establish actual fare rates. The KCFD may choose to adjust the fares to provide common discount categories that are consistent with other King County transit services.

### Fare Revenue

Average fare realization rates have been calculated for both routes.

|                          | Vashon Island Route | Elliott Bay Water Taxi |
|--------------------------|---------------------|------------------------|
| Average Fare Realization | \$3.57              | \$1.46                 |

For the purposes of this analysis, the 2007 average fare realization for the routes has been increased annually over the planning period at the same rate as inflation, using the Implicit Price Deflator (IPD) rate. The inflated fare realization has been multiplied by the projected ridership for each year to calculate predicted fare revenue.

### Other Revenue

There may be opportunities to generate revenue by leasing advertising space aboard the ferry vessels. Potential advertising revenue has been estimated by extrapolating the average monthly advertising revenue collected in 2006 on the Elliott Bay Water Taxi.

## Existing Routes Capital Investment Plan

Capital investments for the King County ferry system would include investments in vessels, passenger terminals, and a vessel moorage and maintenance facility.

### Vessel Leases

Due to the level of service desired for each route, calculated voyage profiles initially indicate that the required cruise speeds for the EBWT and Vashon Island routes has been identified to be 20 KTS and 30 KTS, respectively. Cruise speeds in this range for passenger-only service indicate that high-speed catamarans would be a good type of candidate vessel to serve each of these routes. In addition, a back-up vessel would be needed to serve these routes in the event of a primary vessel being removed from service. The lease for this vessel should be initiated about the same time as the leases of the primary vessels. The following steps would need to be undertaken to secure leased vessels:

- Establish a final set of specifications for the leased vessels covering both fundamental requirements and optional desirable features.



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- Prepare a vessel lease (bare boat charter) agreement stating KCFD desired terms and conditions. This document should include identification of all required insurance coverage and identify which party would obtain coverage.
- Develop a proposal evaluation process, based on required and optional vessel requirements. Include appropriate weighting for lease cost, vessel delivery costs, terminal compatibility, fuel economy, and passenger amenities.
- Create a request for proposal and bid package, identify potential bidders and conduct a bidder's conference to present the evaluation process and to answer bidder questions.
- Evaluate vendors and proposals, including inspection of candidate vessels based on conformance with bid package and evaluation criteria.
- Negotiate final lease agreements and obtain all required licenses, certificates of insurance, and certificates of inspection.

Vessel lease costs consist of lease rates, vessel delivery, potential modifications to the vessel to improve accessibility, and vessel restoration costs at the end of the lease.

- **Vessel Lease Rates** – Lease rates are assumed to be basic bare boat charter rates. These rates can vary greatly depending on availability of vessels, current vessel location, age of vessel, etc. Benchmarks for estimating annual lease rates range from a percentage of the depreciated value of a new vessel including markup (similar to a vehicle lease agreement), to 20% of the quoted sales price of a used vessel presently in service or being brokered for sale.
- **Vessel Delivery** – Many appropriate vessels found in a recent survey are located on the East Coast. It is difficult to predict where the vessels would be found ultimately that match the KCFD route requirements. Additionally, to accommodate timely delivery of a vessel located on the East Coast, extended delivery times may be necessary.
- **Vessel Modifications** – Terminal compatibility is an issue that would need to be dealt with in the near term. Typical high speed catamaran vessels have freeboards (the distance from the water to the top of the deck) of 3.5 to 4.5 feet. The current terminal floats have freeboards of approximately 5.8 to 5.5 feet at Pier 50 and Vashon Island, and 1.8 feet at Seacrest Park. Modifications may be made to the Seacrest Park float to match its freeboard height with the Pier 50 and Vashon floats. However, in order to ensure that the vessels are accessible and can accommodate loading and unloading of wheelchairs, some vessel modifications may be required. Assumed costs include engineering, equipment, fabrication, and installation costs.
- **Vessel Restoration** – Vessel restoration costs are those costs necessary to restore the vessel to its condition at the time of lease, other than normal wear and tear. This includes removal and restoration of the accessibility modifications as well as any repairs necessary to return the vessel to its original condition.

### Vessel Acquisitions

This plan assumes that the KCFD would acquire a fleet of three vessels that would optimally suit the requirements of the EBWT and Vashon Island routes. Acquisition of three vessels would enable the KCFD to operate each on a rotation: providing service on the EBWT route, the Vashon Island route, and acting as a back-up vessel. Design





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and construction of these vessels would take place during the period for which vessels would initially be leased. The main vessel acquisition tasks are as follows:

- Vessel Design – The basic steps of vessel design that are done by a design agent include concept design, preliminary design and contract design. For this type of vessel, approximately 6 – 12 Months would be required to develop design through to contract design. This design would be to a sufficient level of detail that construction costs could be estimated and shipyards could provide construction cost proposals.
- Vessel Construction – Vessel construction would require a period in the range of two to two-and-one-half years. This would include any time required for detail engineering to be done for completion of system definitions and construction planning.

### Vessel Acquisition Specifications

This section highlights key acquisition criteria that relate to both leased vessels and new vessels. As described in the discussion above, detailed specifications for both leased vessels and new vessels would be developed prior to releasing any request for proposal documents or commencing with a new vessel design.

- Passenger Rating – 149 passengers, maximum. This capacity maximum would eliminate much of the Transportation Security Administration security requirements.
- Terminal Compatibility – Vessels would need to be compatible with terminals. For leased vessels this may require some modifications to the vessel in order to accommodate loading and unloading of passengers if vessel and terminal freeboards are mismatched. For new vessels, specifications would be developed to ensure vessel freeboards match with the terminal configurations at the time the new vessels would be brought on line.
- Accessibility – Vessel would need to have, or be modified to allow, an accessible path of travel that meets width and sill-height requirements for wheelchairs.
- Bicycle Capacity – Vessels would need to be able to accommodate 10 – 20 bicycles.
- Vessel Cruising Speed – For leased vessels this speed can be matched to the individual routes as dictated by the voyage profiles (20 KTS for the EBWT and 30 KTS for the Vashon Island route and backup vessels). For new vessels this speed would be 30 KTS for all vessels.

### Terminals - Pier 50

#### Existing Conditions

The passenger-only ferry terminal at Pier 50 is located immediately south of the WSF major auto ferry terminal at Colman Dock/Pier 52. Pier 50 was built in 1992, and a new temporary steel barge landing float and ADA gangway installed in 1998. The temporary float was installed with the understanding that its life-span would be for 5 to 10 years (ten years in 2008). The facility consists of a 110 foot by 32 foot steel barge landing float (freeboard of 5.8 feet) with two operating slips, a 135 foot gangway, and a pier. Electrical shore power, sewage pump-out, and water access are available on the float.





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## *Berthing and Slips*

Pier 50 is moderately protected from northerly wind and storms and is somewhat susceptible to southerly storms. The two operating slips enable the vessels to berth at either slip depending on weather and navigational conditions. The second slip also allows for two overnight tie-up slips and one daytime tie-up slip for vessels.

## *Passenger Waiting*

The existing commuter waiting area is a temporary, tension-fabric tent structure used for passenger waiting and ticketing. The tent structure is in need of repair and improved lighting. Bathroom facilities consist of three portable toilets. A small outdoor seating area for commuters exists. An uncovered entrance/departing portal and gate is located at the landward side of Pier 50 along Alaskan Way. Passengers entering the facility from this portal purchase one-way tickets to Vashon Island from ticketing machines located inside the tent or from the ticket agent in the ticket booth.

Pier 50 is not a "stand alone" terminal as many support functions are located at WSF's adjacent Colman Dock/Pier 52 main terminal (terminal supervisor office, the agent, trash and recycling compactors, storage, and employee parking).

## *Emergency Egress*

Although Pier 50 is conveniently located to downtown Seattle, the egress during peak unloading of the passenger-only vessel is problematic. Pedestrians exiting the passenger-only ferry dock can be in conflict with auto ferry traffic, as the main auto-ferry entrance and exit to Colman Dock is immediately adjacent to the Pier 50 entrance/exit portal. Currently, a Washington State Patrol officer is often stationed (on foot) at this intersection during peak periods to help manage pedestrian and vehicle traffic.

## *Security*

A security system with cameras has been installed at Pier 50, and is currently maintained by WSF. No navigational lighting is in place on the existing ferry dock.

## *Multi-modal Access*

The Pier 50 location does have multi-modal advantages. Transit and taxi connections are easily shared with Colman Dock/Pier 52. Metro buses stop along the curb of Alaskan Way to the north. Riders walking to and from destinations in the Seattle Central Business District enjoy a relatively easy grade from the water into town. Dock locations further north along the Elliott Bay waterfront face a much steeper grade. Dock locations to the south are a corresponding further walking distance to major central business district destinations.

## *Bicycle Staging and Storage*

Two bicycle racks are located outside of the tent. Passengers can also store their bicycles at the WSF bicycle compound located close to the main WSF terminal on Pier 52.

## *Parking*

There is no dedicated commuter parking near Pier 50, but there is a wide range of transportation options within walking distance (Metro Transit, Amtrak and Sounder trains, other WSF ferry routes). Passenger parking is available in nearby private lots.



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WSF staff and crew can utilize WSF employee parking at Pier 52 and a few spots are available in the triangular parking space at Pier 50. Crew and office space is available at the main WSF terminal at Pier 52 along with additional storage space if necessary (currently some storage space is available at Pier 50).

### *Accessibility*

WSF provides personal assistance to individuals with disabilities who may require help in negotiating the route between the ferry and the pier. The Colman Dock/Pier 52 facility does have an ADA pick-up/drop-off parking along Alaskan Way just north of Pier 50.

The elevation change from the ferry pier to the floating ferry dock across the gangway generally meets the tolerances as outlined in the revised draft Passenger Vessel Accessibility Guidelines and Supplementary Information dated July 7, 2006 (except for the lowest tides). The gangplank, however, is not in compliance.

### Proposed Improvements

The County would negotiate with WSF to lease the Pier 50 facility. It is currently assumed that the dock structure at Pier 50 (built in 1990 through 1992) would not need immediate structural repair or upgrades for any of the near-term improvements, and that an off site tie-up and maintenance facility would be available for at least the WSF maintenance barge and one vessel (in the near-term, Pier 50 would be able to provide overnight tie-up slips for up to two passenger-only vessels).

The following terminal improvements have been proposed for Pier 50:

- Maintenance and repair of the barge, the gangway, and the timber pedestrian access pier would be completed as identified in the 2005 WSF Terminal Structural Inspection report for the Seattle passenger-only ferry terminal.
- Two new ADA compliant gangplanks for boarding the vessels would be installed on the float, with one gangplank to be located on either side of the float
- Installation of a new emergency exit gate east of the terminal tent structure. This would increase the number of egress routes at Pier 50.
- Installation of security cameras at the terminal. Camera feed directly to the County offices from the terminal would be considered.
- Lighting and communications within the terminal building tent structure would be improved.
- Replacement of the existing tent structure with a new tent structure. The existing turnstiles would be removed thereby increasing the area of indoor passenger waiting from 800 square feet to 2530 square feet in the new tent. The existing furnishings, such as benches and snack and newspaper vending machines, within the tent structure would be retained. The existing portable toilets would remain on-site for passengers and staff. The existing information booth (approximately 6 feet by 8 feet) would be retained and moved.
- Two ticket vending machines would be installed in the new tent structure and four smart card reader machines would be installed on the landing float (two reader machines located on either side of each gangplank).
- Installation of an information rack in the new tent structure would provide Ferry Service information along with other transit information (ferry and bus route schedules and fare information). King County staff would manage this rider information.





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- Negotiation with WSF for use of their existing terminal-generated garbage and recycling facilities. Vessel-generated refuse would be handled at Pier 50 and/or the overnight tie-up and maintenance facility.
- Completion of signage and wayfinding upgrades as all terminals would share a coordinated branding scheme. Consistent wayfinding signage between all Ferry District terminals would be essential.
- No additional parking spaces would be incorporated into near-term improvements at Pier 50. The existing opinions of cost assume that the County would be able to utilize an off-site property as a maintenance facility thereby eliminating employee parking spaces required at Pier 50. Vessel and terminal crew would park off site, but nearby to Pier 50, until a permanent tie-up and maintenance facility became available, at which point vessel crew would park at this site.
- A new 110 foot by 40 foot concrete float (with a freeboard of 5.8 feet) would replace the existing steel barge, currently close to the end of its useful life. The replacement float would still accommodate two slips and would continue to provide shore power, sewer pump-out, and water supply. Although the tie-up and maintenance facility would have access to these utilities, the cost to maintain these utilities at Pier 50 is minimal. Access at Pier 50 would allow crews to utilize mid-day non-peak times to empty vessel sewer tanks/top off vessel water tanks without taking vessel to off site facility (improves efficiency, minimizes unnecessary mid-day trips to off site facility).

No new crew, storage, parking, or office space would be installed at Pier 50 as it is assumed that these facilities would be provided at the off site overnight tie-up and maintenance facility.

### Terminals - Vashon Island

#### Existing Conditions

The passenger-only ferry route between Vashon Island and Seattle is a state operated route utilizing WSF's facilities on the northern end of Vashon Island and downtown Seattle's Pier 50. The passenger-only terminal on Vashon was built in 1988 and consists of a concrete barge landing float, gangplank, and ferry pier (concrete trestle). The terminal gains many passengers who travel from Southworth in Kitsap County to Vashon Island on the WSF auto-ferry route and then transfer to the passenger-only ferry direct to Seattle.

The passenger-only ferry facility, adjacent and west of WSF's auto docking terminal, has two operating slips located on a 109 foot by 34 foot concrete float (freeboard of 5.5 feet). The access pier has a security gate and an exit gate. The landward headframe facilitates maintenance by allowing the gangway to be lifted off the float and "hung" while the float is removed for repairs.

The existing utilities supporting the passenger-only dock consist of electrical service for overhead lighting. An emergency generator supports both the auto ferry terminal and the passenger only dock during power outages. No sewer, water, or ferry shore power exists.

#### *Berthing and Slips*

The terminal at Vashon Island is exposed to northerly wind and storms. Therefore, two operating slips enable the vessels to berth at either slip depending on the navigational conditions. The north-south orientation of the float minimizes exposure to waves. A wind sock is located on the headframe of the waterward float between the offshore guide piles to assist the vessel captain with navigation.



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### *Passenger Waiting*

A small terminal building used as a commuter waiting area is shared with the auto-ferry commuters including an outdoor seating area (approximately 890 square feet). The building, located at the water end of the trestle, contains restrooms, small offices, and some sitting area. There are no toll booths. The walkway to the passenger-only ferry entrance/exist is illuminated, as is the float, but the walkway is not covered and no marine navigational lights exist on the passenger-only float.

### *Emergency Egress*

The existing emergency egress for passengers from the outdoor waiting area or the indoor passenger waiting area includes an entrance gate to a sidewalk or through the indoor passenger waiting area.

### *Multi-modal Access*

The Vashon Island Terminal supports bus commuters to and from the terminal via two Metro bus routes located next to the terminal building. Sufficient pier space exists for buses to turn around and drop commuters directly in front of the commuter waiting area. A sidewalk or walkway to the WSF terminal building exists where pedestrians are separated from traffic by a raised asphalt curb. Bicycle parking and storage at Vashon Island Terminal is minimal (one rack).

### *Parking*

Parking options include private and municipal lots near the terminal, as well as five Metro Park & Ride lots throughout Vashon Island, which are served by bus routes that stop at the ferry terminal. One of King County's lots is located within walking distance of the terminal.

### *Accessibility*

At the Vashon Island terminal, WSF provides personal assistance to individuals with disabilities who may require help in negotiating the route between the ferry and the terminal. Two dedicated parking spots are available for ADA parking up to a 7-hour maximum. During peak hours, drop-off/pick-up on the dock for disabled walk-on passengers is not allowed.

Generally, elevation change from the bus and passenger pick-up/drop-off to the ferry dock is minimal; however, at low tide the ramp to the ferry dock exceeds the 1:12 tolerances as outlined in the revised draft Passenger Vessel Accessibility Guidelines and Supplementary Information dated July 7, 2006. The gangplank is not in compliance.

### *Proposed Improvements*

Improvements would include very few within the existing WSF terminal building, as it has been assumed that King County would negotiate with WSF to share their passenger waiting indoor area, ADA and service vehicle parking areas, and passenger restrooms.

The following terminal improvements have been proposed for the Vashon Island terminal:

- Maintenance and repair of the float, guide piles, concrete access pier deck, float fendering system, topside railings, gangway, and the concrete access pier would be completed as identified in the 2006 WSF Terminal Structural Inspection report for the Vashon Ferry Terminal Express. The inspection identified facility





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maintenance deficiencies and a site visit determined that the overall appearance of the passenger-only dock is currently poor. Overdue painting and corrosion can be readily seen and attributed to the weather conditions, general wear, and exposure to the elements.

- Utilities, lighting, and communications on the float would be improved.
- Two ticket vending machines would be installed within the covered outdoor waiting area and four smart card reader machines would be located on both sides of the float (two on either side of each gangplank).
- Installation of a new security gate closer to the top of the gangway. This would provide more waiting space along the trestle and reduce the time it would take for vessel staff to open a gate to allow passengers to begin loading.
- Two new ADA compliant gangplanks for boarding the vessels, one gangplank to be located on either side of the float.
- Negotiation with WSF for use of their existing terminal-generated garbage and recycling facilities. Vessel-generated refuse would be handled at Pier 50 and/or the overnight tie-up and maintenance facility.
- Installation of an information rack area within the covered outdoor waiting area. King County staff would manage this rider information.
- Completion of signage and wayfinding upgrades as all terminals would share a coordinated branding scheme. Consistent wayfinding signage between all Ferry District terminals would be essential.
- Installation of one Bosun's locker on the float for the storage of spare lines

### Terminals - West Seattle

#### Existing Conditions

The City of Seattle owns and operates a public dock and hand-carry small boat launch, fishing pier, vehicle parking area and other facilities in West Seattle known as Seacrest Park. The Seacrest Boathouse (kayak rental facility) and restaurant are located upland of the public fishing pier and boat launch dock. One of the most popular SCUBA areas is also located at Seacrest Park. Diving is not permitted within 150 feet of the ferry float landing on the pier. No utilities are located on the float.

Currently the County contracts for the Elliott Bay Water Taxi to provide passenger-only ferry service from West Seattle to the downtown Seattle waterfront (docks at Pier 55) to provide a transportation alternative to the congested West Seattle bridge. The City provides the public with access and egress to the Elliott Bay Water Taxi service by allowing the Elliott Bay Water Taxi operator to use the Seacrest Park dock.

#### *Berthing and Slips*

The EBWT docks along the northeast side of the City's 155 foot by 13 foot wooden dock with one operating slip (freeboard of 1.8 feet). The dock is removed from the site each fall to minimize damage from southerly winter storms.



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### *Passenger Waiting*

No covered waiting area is available for waiting passengers, although a small fish and chips stand nearby does have some indoor seating available. Picnic tables are located outdoors and the gangway and float are uncovered. Passengers wait on the float until boarding begins and the area consists of an outdoor standing area. Fares are collected by a crew member (exact change required) each way as passengers board the vessel.

### *Emergency Egress*

Emergency egress consists of the one gangway to the waiting area on the existing float.

### *Security*

A low, rail-height gate at the top of the gangway provides security, no cameras are installed, and no navigational lighting or passenger lighting is in place on the dock. The luminaries on the adjacent fishing pier provide limited illumination of the float used by the EBWT.

### *Multi-modal Access*

The Seacrest Park Terminal is served by special ferry shuttles from Seacrest Park to the West Seattle Junction and to Alki and SW Admiral Way, as well as two Metro bus routes.

### *Parking*

There is no dedicated commuter parking at the terminal; the small lot adjacent to the terminal is for short-term (two hour) use only. Some limited non-restricted parking is available on nearby streets. Two bicycle racks are located outside of the City Park Building. ADA parking, pick-up/drop-off is available in the short-term City lot.

### *Accessibility*

The gangway to the float is a narrow grated aluminum, 3.5 foot by 50 foot gangway. The elevation change from the top of the gangway to the floating ferry dock does not meet the tolerances as outlined in the revised draft Passenger Vessel Accessibility Guidelines and Supplementary Information dated July 7, 2006. The gangway becomes quite steep at low tide due to its short length.

### *Proposed Improvements*

Improvements would include those necessary to provide year-round service between Downtown Seattle and West Seattle. The terminal facility would need to be able to weather winter storms. Currently the existing timber float is removed each fall and re-installed each spring as it would unlikely survive winter storms.

The following terminal improvements have been proposed for the West Seattle terminal, to be implemented as soon as possible:

- Replacement of the two timber floats with two temporary concrete floats (freeboard of the floats to be 2.0 feet). The temporary floats would be designed so as to conform to the current float footprint to minimize permitting time and requirements. The associated replacement guide piles would not be increased in size or number. Due to the low freeboard of the temporary float, it may be necessary to close the facility during storms that could wash waves over the float's deck. Because the pilings would not be larger in diameter, the King County would need to keep a watchful eye during winter months to avoid float damage.





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- Installation of a timber raised boarding platform and ramp to accommodate high freeboard vessels.
- One new ADA compliant gangplank for boarding the vessels to be located on the end of the raised boarding ramp.
- Addition of a covered outdoor waiting area (approximately 500 square feet).
- Utilities, lighting, and communications on the float would be improved.
- Installation of an information rack in the covered outdoor waiting area. King County staff would manage this rider information.
- Two ticket vending machines would be installed within the covered outdoor waiting area and two smart card reader machines would be located on the waterward side of the float (to be installed on either side of the location of the new gangplank).
- Negotiate with the Parks department to continue handling terminal-generated garbage and recycling on site as is done today.
- Completion of signage and wayfinding upgrades as all terminals would share a coordinated branding scheme. Consistent wayfinding signage between all Ferry District terminals would be essential.

Improvements that would be needed to construct a permanent terminal facility at Seacrest Park at some point in the future have been identified. The costs for these improvements have been included in the financial analysis. Construction of a permanent West Seattle terminal at a location other than Seacrest Park is currently under consideration. If the decision is made to construct a permanent terminal facility at a location other than Seacrest, the funds identified for the improvements at Seacrest would be available for investment at the other site. The improvements could be made in the future if the West Seattle terminal site does not change from its existing location at Seacrest Park:

- Relocation of the passenger-only float further south or northwest, away from the fishing pier and the Seattle Parks float.
- Replacement of the concrete float with a new wider 40 foot by 100 foot concrete float (freeboard of 5.5 feet) and a new gangway ramp. The replacement float would still accommodate one slip.
- Relocation of the covered waiting area and ticket vending and reading machines to the east end of the park or slightly northwest of the existing entrance gate.
- Installation of one Bosun's locker on the float.
- Replacement of the existing gate with an improved security gate.

### Moorage and Maintenance Facility

#### Leasing

Concurrent with the delivery of leased vessels, the County would lease approximately 180 feet of pier frontage from a water frontage owner, such as the Port of Seattle, for the WSF maintenance barge. The WSF barge would be moored at this site and the third vessel would tie-up to the barge.

The October 2007, un-escalated lease cost was quoted at \$1 per foot or \$2 per foot if work would be done on the moored vessel. As light maintenance activities would occur on both the WSF maintenance barge and the tied-



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up vessel, the lease rate used in the affiliated magnitude of cost was \$2 per foot. It has been assumed that the waterfront parcel would include at least 50 feet of adjacent upland space to accommodate a trailer large enough for three offices, crew lockers, meeting room, and one unisex ADA restroom.

The necessary near-term improvements would include:

- Set-up, lease, and breakdown of a 12 foot by 50 foot portable building
- Installation of an ADA ramp and a stairway for access
- Installation of security fencing
- Lighting and utility installation for the yard and portable building
- Water, sewer, and shore power hook-up for the WSF maintenance barge and third vessel
- Minor parking area improvements for an existing paved area

As soon as practical, it is recommended that a permanent moorage and maintenance facility be constructed that would provide tie-up for all three vessels as well as office space and crew facilities for the King County Marine Division. For the purposes of this analysis several potential sites for a permanent moorage and maintenance facility in the Harbor Island/Duwamish area were evaluated.

A permanent moorage and maintenance facility could be provided if the following investments were made at an appropriate site:

- Installation of a 100 foot by 15 foot by 13 foot concrete float (freeboard of 5.5 feet). The float would be moored perpendicular to the shore and would be accessible from land via a new 60 foot by 4 foot aluminum gangway ramp.
- Some dredging may be required to deepen the berthing area for the WSF barge and passenger-only vessels. This dredged material has been assumed to be unsuitable for open water disposal and would need to be disposed of at an upland facility.
- Installation of a security system.
- Lighting and utility installation/upgrades for the yard.
- Water, sewer, and shore power hook-up for the WSF maintenance barge and vessels.
- Modifications to an adjacent yard to provide employee and service vehicle parking and space to moor the WSF maintenance barge (also perpendicular to the shore).
- Establishment of the maintenance facility offices within an existing building. The new offices would accommodate four offices, a locker/crew room, a meeting/training room, a shop, storage, and men's and women's restrooms with showers. The space requirements for this entire area would be approximately 2000 square feet.

### Potential Future Capital Investments

Additional capital investments have been identified that the KCFD may wish to implement at some point in the future. These consist of additional investments at Pier 50, Vashon Island, and West Seattle to improve customer comfort, information, and accessibility.





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## Pier 50

- Installation of an electronic panel (to provide bulletins and real-time information) to waiting passengers. Staff would be required to manage rider information. Live feed of vessel position to the terminal would also be considered.
- Evaluation and upgrade of camera systems, gates and communications to law enforcement and/or King County offices.

## Vashon Island

- Replacement of the existing gangway to the float with a longer gangway (would ensure a slope of 1:12 or less at all tides). Ramps and landings on the float would also be replaced. The gangway replacement would require that the float be moved from its present location approximately 15 degrees west in order to allow construction to commence while one side of the float remained in operation. It would be operationally important to keep this float shift to a minimum so that the float would not be moved broadside to waves coming out of the north, where an extremely long fetch exists. An environmental benefit for this minimum shift would be that the eelgrass to the west of the passenger-only facility would not be, or at least would be minimally, impacted.
- Evaluation and upgrade of camera systems, gates and communications to law enforcement and/or King County offices.
- Installation of an electronic panel (to provide real-time information) to waiting passengers. Staff would be required to manage rider information. Live feed from the vessel directly back to the terminal would also be considered.

## West Seattle

- Evaluation and upgrade of camera systems, gates and communications to law enforcement and/or King County offices.
- Installation of an electronic panel (to provide real-time information) to waiting passengers. Staff would be required to manage rider information. Live feed from the vessel directly back to the terminal would also be considered.

## Capital Investment Administrative Services

In addition to the program management costs identified as operating expenses, King County applies a number of indirect rate charges based on capital expenditures. Central Government Overhead, Financial Services, and Department of Transportation Administration indirect rates have been applied to the proposed capital expenditures for purposes of the financial analysis.

## Capital Funding

### State Funding

Subject to legislative appropriation, state funds are available from the passenger ferry account established by ESSB 6787 and funded by the sale of the Washington State Ferries vessels Chinook and Snohomish. It is assumed that the entire proceeds from the sale of the Chinook and Snohomish would be available to support King County



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operation of the Vashon Island service. The most recent estimate of the selling price of the two vessels is \$4.5 million each. Sales and survey costs are assumed to be slightly greater than 5% and have been netted against the estimated combined sale price of \$9 million. The net funding anticipated from the sale of the two vessels is \$8.5 million.

### Existing Federal Grants

Currently available federal funds include approximately \$600,000 from a 2004 congressional earmark, and approximately \$1.1 million from a 2005 congressional earmark. Additionally, \$1 million from the Ferry Boat Discretionary Fund awarded in 2007 as part of the Lake Washington Urban Partnership award is included in the forecast.

### Potential Federal Grants

With respect to future funding, potential sources and levels of federal grant funds available for the Vashon Island route and Elliott Bay Water Taxi have been identified. Approximately \$0.5 million in Ferry Boat Discretionary funds have been identified for 2008. Formula grant funds (5309(FG)/5307) are anticipated to be available beginning in 2008 for the Vashon Island route and in 2014 for the Elliot Bay Water Taxi.

## New Routes

Five new routes have been proposed:

- Kirkland - Seattle
- South Puget Sound - Seattle
- Kenmore - Seattle
- Shilshole - Seattle
- Renton - Seattle

For planning purposes, it has been assumed that the Kirkland route would start service in July 2009, followed by the South Sound route, the Kenmore route, the Shilshole route, and then the Renton route, with a new route starting each year. Actual routes and implementation timing would be determined by the Ferry District.

Analysis for the new routes is at an early preliminary stage. Assumptions have been made for financial planning purposes based on the detailed analysis conducted for the existing routes. This section describes the assumptions that have been made regarding the new routes for the purpose of the financial analysis.

Additional analysis would be needed to prepare for implementation of these routes as demonstration services and on a permanent, in-house basis. This analysis would include assessment of potential terminals, passenger market analysis, travel time assessment, and schedule development.

### Service Plan

For financial planning purposes, assumptions have been made for the hours of operation of the new routes. It has





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been assumed that the five proposed new routes would have peak-period, weekday service only, utilizing a split-shift crewing arrangement, with four-hours per shift. Detailed analysis of the new routes has not yet been conducted to determine likely travel times. Therefore, no proposed schedules have been prepared. The number of sailings that would be possible within the identified hours of operation would be dependent on a number of factors including the length of the route and constraints on vessel speed and availability of existing docks and floats.

### Operations

For planning purposes, it has been assumed that each of these new routes would start with a two-year demonstration period followed by a third year for transition of the route to permanent, in-house service.

#### Demonstration Phase

Given the tentative nature of a demonstration service, the demonstration phase may include contracted operation of the routes. For financial planning purposes, it is assumed that the contractor for the demonstration service would be responsible for vessel and terminal operations, as well as for providing and maintaining the vessel used for the service. The routes would use existing terminal facilities. A small allowance has been included for minor terminal maintenance. An allowance has also been included for the internal King County costs for administering the contract.

The demonstration routes would be studied and a determination made regarding their viability as permanent services.

#### Permanent Service

Based on the criteria the King County Ferry District would develop, successful demonstration routes would be transitioned to permanent, in-house services. For financial planning purposes, the annual operating costs for these new in-house routes have been assumed to be the same as the annual operating costs of the Vashon Island route, a service with the same hours of operation as those proposed for the new routes.

#### Ridership and Fare Revenue

Detailed analysis of passenger markets and travel patterns has not been conducted for the new routes. Given the uncertainties regarding ridership, no fare revenue has been assumed for the demonstration phase of the new routes. As a result, actual net operating costs for the demonstration routes may be somewhat lower than calculated in this analysis.

Once the new routes move to in-house service, fare revenue consistent with the Vashon Island route has been assumed for the purpose of the financial analysis. It is anticipated that only those routes with sufficiently high ridership levels would be transitioned from demonstration to permanent in-house service.

### Capital Investments

A number of capital investments would be required to support the implementation of the new routes. It has been assumed that no capital investments would be made for the demonstration phase of each route. However, once it has been determined that a route would move to in-house service, vessel and terminal investments would be made to prepare for the transition.



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### Vessels

At the conclusion of the demonstration phase, the Ferry District would need vessels for the operation of the new in-house routes. It is proposed that the new routes use the same type of 149-passenger vessel as is proposed for the existing routes. By using the same vessels for the whole fleet, vessel maintenance would be simplified and maintenance cost savings could be realized, as compared to a fleet with a mix of vessels. Capital costs would also be reduced, as the construction of the additional vessels could be added as an option on the initial contract. This approach would save design and other up-front costs for the new vessels.

### Terminals - Pier 50

It is assumed that the South Puget Sound and the Shilshole routes would dock at Pier 50. The following terminal improvements would be needed to accommodate the waiting passengers from the two existing routes plus the two new routes:

- Replacement of the tent structure with a new building. New furnishings for the building would be installed. It is anticipated that a two story structure would be required to accommodate the waiting passengers by the time all four routes would be in operation.
- The building would replace the portable toilets with men's and women's restrooms, and would include a janitor's closet and a storage room as janitorial services would be required.
- Utility configuration would be completed for the new terminal building.
- The outdoor passenger waiting area of approximately 760 square feet would remain the same.

### Other Terminals

Detailed terminal analysis has not been conducted for the other terminals that would be needed for the new routes. For the five new routes, additional terminals would be required in the following locations:

- Kirkland
- Seattle on Lake Washington
- South Puget Sound (Des Moines, Tacoma, or Gig Harbor)
- Kenmore
- Shilshole
- Renton

High level, order of magnitude cost estimates have been developed for each terminal based on industry experience of terminal construction costs in the Puget Sound and Lake Washington contexts.

### Moorage

Separate moorage facilities would be needed for the Puget Sound routes and the Lake Washington routes. With the addition of three new vessels for two new Sound routes, the moorage and maintenance base established for the existing routes would need to be expanded. Construction of one new float is assumed for financial planning purposes.

A satellite moorage facility would be needed in Lake Washington for the Kirkland, Kenmore, and Renton routes. For financial planning purposes, it has been assumed that a suitable facility could be leased.



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### Financial Plan

The financial plan forecasts operating and capital costs and revenue for the ten year period beginning in 2008 and extending through 2017. Initially the plan assumes State operation of the Seattle Vashon route and contractor operation of the Elliot Bay Water Taxi. Starting in approximately 2009 both routes are expected to be operated directly by the Ferry District, through a contracted arrangement with King County. The start of in-house EBWT service is dependent on the completion of dock improvements that are required for winter service. These improvements would be complete no later than 2010.

The new routes would begin with demonstration services and then move to in-house service. The first route would start as a demonstration in July 2009, with an additional route starting each year through 2013. In 2012, the first new route would move to in-house service. By July 2016, the King County Ferry District would be operating seven permanent routes - the two initial existing routes plus the five new routes.

### Operating Costs and Revenue

Based on the assumptions outlined in the Existing Routes Operations Plan and New Route Operations sections, a detailed cost analysis was prepared for the 10-year planning horizon. Estimates of annual operating costs and operating revenue are summarized in the following tables. The first table summarizes the annual operating costs for operating the existing routes, plus the overall program management and administration costs that are associated with operating the passenger-only ferry system. The second table identifies the typical annual operating cost for each new route, showing both the demonstration phase costs and the in-house service costs. The third table summarizes the operating revenue assumptions. The annual operating costs below reflect a full year of operations for a route.

#### Existing Route Annual Operating Costs

| Annual Operating Costs | Vashon Route Allocated Costs                       |                           |
|------------------------|----------------------------------------------------|---------------------------|
|                        | Operating Costs                                    | \$1.7 million/year        |
|                        | Shuttle Costs                                      | \$0.3 million/year        |
|                        | EBWT Route Allocated Costs                         |                           |
|                        | Operating Costs                                    | \$2.9 million/year        |
|                        | Shuttle Costs                                      | \$0.5 million/year        |
|                        | System-Wide (Shared) Costs                         |                           |
|                        | Program Management and Administration Costs        | \$1.5 million/year        |
|                        | <b>Total Existing Route Annual Operating Costs</b> | <b>\$6.9 million/year</b> |



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### New Route Additional Operating Costs Per Route Per Year

| Annual Operating Costs | Demonstration Phase Costs (per route per year)                           |                           |
|------------------------|--------------------------------------------------------------------------|---------------------------|
|                        | Operating Costs                                                          | \$0.7 million/year        |
|                        | Shuttle Costs                                                            | \$0.3 million/year        |
|                        | Route Study Costs                                                        | \$0.15 million/year       |
|                        | Administrative Overhead                                                  | \$0.05 million/year       |
|                        | <b>Total Demonstration Phase Annual Operating Costs</b>                  | <b>1.2 million/year</b>   |
|                        | New Route Permanent Service Costs (per route per year)                   |                           |
|                        | Operating Costs                                                          | \$1.6 million/year        |
|                        | Shuttle Costs                                                            | \$0.3 million/year        |
|                        | Program Management and Administration Costs (additional per route costs) | \$0.1 million/year        |
|                        | <b>Total New Route Permanent Service Annual Operating Costs</b>          | <b>\$2.0 million/year</b> |

### Annual Operating Revenue

| Revenue | Projected Fare Revenue, Existing Routes (Vashon Island Route and EBWT) | \$0.9 million/year  |
|---------|------------------------------------------------------------------------|---------------------|
|         | Assumed Fare Revenue, New Routes (per route per year)                  | \$0.6 million/year  |
|         | Advertising Revenue                                                    | \$0.05 million/year |

### Capital Costs and Funding

Based on the assumptions outlined in the Existing Routes Capital Investment Plan and the New Routes Capital Investment sections, a detailed cost analysis was prepared for the 10-year planning horizon. Estimates of total capital costs and funding are summarized in the following tables. The first table identifies the anticipated capital costs for the existing routes, including shared system costs. The second table provides estimates of the capital costs associated with each proposed new route. These costs are additive costs - they are additional costs above the costs associated with the existing routes. The distribution of costs for the new routes is linked to the assumed order of implementation. The third table summarizes anticipated capital funding. All values are in 2009 dollars.

#### Existing Route Capital Costs - 10-Year Total

| Capital Costs | Vashon and Elliott Bay Water Taxi Routes             |                       |
|---------------|------------------------------------------------------|-----------------------|
|               | Vessels (three) (lease, purchase, major maintenance) | \$23.9 million        |
|               | Vashon Island Terminal                               | \$2.4 million         |
|               | West Seattle Terminal                                | \$8.0 million         |
|               | Pier 50                                              | \$5.9 million         |
|               | Moorage/Maintenance Facility                         | \$12.8 million        |
|               | Administrative                                       | \$2.5 million         |
|               | <b>Total Capital Costs</b>                           | <b>\$55.5 million</b> |



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### New Route Additional Capital Costs

|               |                                                                |                       |
|---------------|----------------------------------------------------------------|-----------------------|
| Capital Costs | <b>Vessels</b>                                                 |                       |
|               | Primary (5)                                                    | \$35.1 million        |
|               | Back-up (2)                                                    | \$11.9 million        |
|               | <b>Kirkland Route Allocated Costs</b>                          |                       |
|               | Kirkland Terminal                                              | \$4.9 million         |
|               | Seattle Terminal                                               | \$4.9 million         |
|               | <b>South Puget Sound Route Allocated Costs</b>                 |                       |
|               | South Puget Sound Terminal (Des Moines, Tacoma, or Gig Harbor) | \$4.1 million         |
|               | Pier 50 Upgrades                                               | \$3.6 million         |
|               | <b>Kenmore Route Allocated Costs</b>                           |                       |
|               | Kenmore Terminal                                               | \$5.1 million         |
|               | <b>Shilshole Route Allocated Costs</b>                         |                       |
|               | Shilshole Terminal                                             | \$3.0 million         |
|               | Pier 50 Upgrades                                               | \$3.7 million         |
|               | Moorage Upgrades (Harbor Island/Duwamish Area Facility)        | \$4.0 million         |
|               | <b>Renton Route Allocated Costs</b>                            |                       |
|               | Renton Terminal                                                | \$5.1 million         |
|               | <b>Total Capital Costs</b>                                     | <b>\$85.4 million</b> |

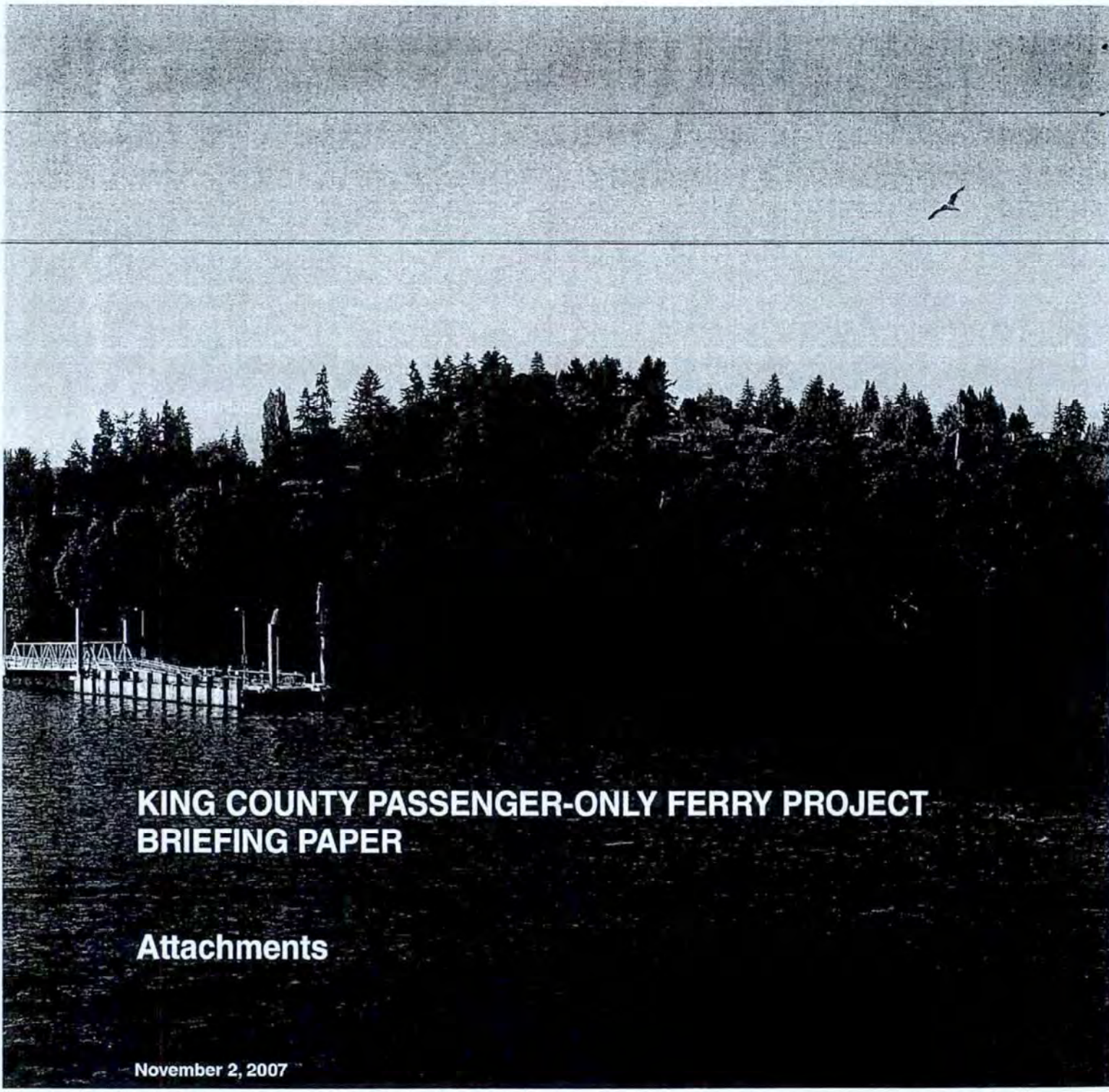
### Capital Funding

|         |                                     |                          |
|---------|-------------------------------------|--------------------------|
| Funding | State Funding (Sale of WSF Vessels) | \$8.5 million (estimate) |
|         | Existing Federal Grants             | \$2.7 million            |
|         | Potential Federal Grants            | \$11.6 million           |
|         | <b>Total Other (Non-FD) Funding</b> | <b>\$22.8 million</b>    |

### Levy Rate

The financial analysis concludes that the proposed operations plan and capital investment plan can be implemented with a levy rate of \$0.055 per \$1,000 of assessed value, with levy collections commencing in 2008.





# **KING COUNTY PASSENGER-ONLY FERRY PROJECT BRIEFING PAPER**

## **Attachments**

**November 2, 2007**



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## **KING COUNTY PASSENGER-ONLY FERRY PROJECT BRIEFING PAPER**

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### **Attachments**

November 2, 2007

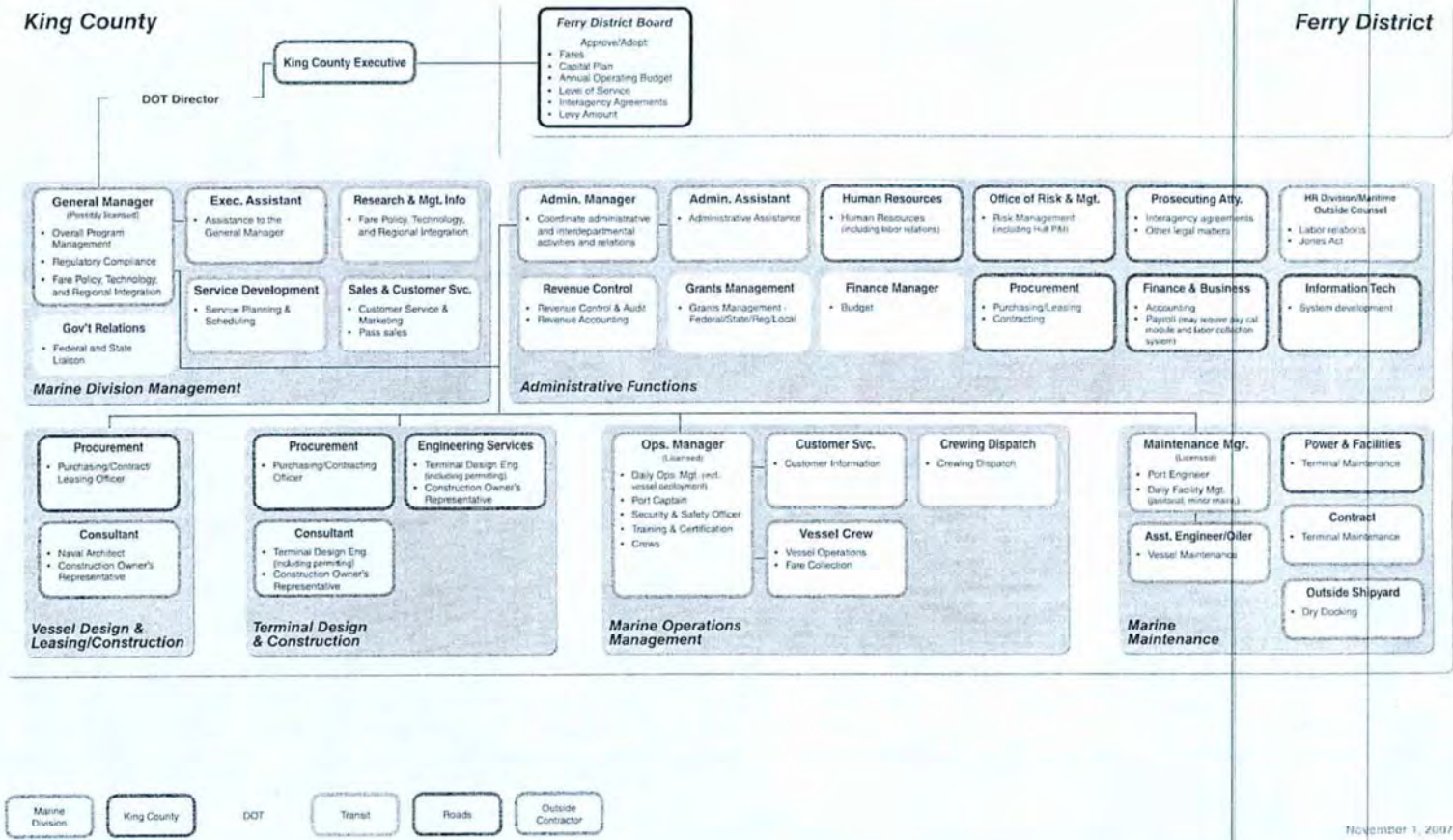
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**Draft Organization Chart**

 **King County**

Draft Management and Support Structure





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## **KING COUNTY PASSENGER-ONLY FERRY PROJECT BRIEFING PAPER**

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### **Attachments**

November 2, 2007

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**Draft Sailing Schedules**



## Vashon Island - Downtown Seattle

Draft Sailing Schedule

AM

| Depart Vashon | Depart Pier 50 |
|---------------|----------------|
| 6:30 AM       | 7:00 AM        |
| 7:30 AM       | 8:00 AM        |
| 8:30 AM       |                |

PM

| Depart Vashon | Depart Pier 50 |
|---------------|----------------|
|               | 4:40 PM        |
| 5:10 PM       | 5:40 PM        |
| 6:10 PM       | 6:40 PM        |



## Elliott Bay Water Taxi

Draft April - October Sailing Schedule

### Monday-Thursday

| Depart Seacrest | Depart Pier 50 |
|-----------------|----------------|
| 6:30 AM         | 6:45 AM        |
| 7:00 AM         | 7:15 AM        |
| 7:30 AM         | 7:45 AM        |
| 8:00 AM         | 8:15 AM        |
| 8:30 AM         | 8:45 AM        |
| 9:00 AM         | 9:30 AM        |
| 10:00 AM        | 10:30 AM       |
| 11:00 AM        | 11:30 AM       |
| 12:00 PM        | 12:30 PM       |
| 2:00 PM         | 2:30 PM        |
| 3:00 PM         | 3:30 PM        |
| 4:15 PM         | 4:30 PM        |
| 4:45 PM         | 5:00 PM        |
| 5:15 PM         | 5:30 PM        |
| 5:45 PM         | 6:00 PM        |
| 6:15 PM         | 6:30 PM        |
| 6:45 PM         | 7:00 PM        |
| 7:15 PM         |                |

### Friday

| Depart Seacrest | Depart Pier 50 |
|-----------------|----------------|
| 6:30 AM         | 6:45 AM        |
| 7:00 AM         | 7:15 AM        |
| 7:30 AM         | 7:45 AM        |
| 8:00 AM         | 8:15 AM        |
| 8:30 AM         | 8:45 AM        |
| 9:00 AM         | 9:30 AM        |
| 10:00 AM        | 10:30 AM       |
| 11:00 AM        | 11:30 AM       |
| 12:00 PM        | 12:30 PM       |
| 2:00 PM         | 2:30 PM        |
| 3:00 PM         | 3:30 PM        |
| 4:15 PM         | 4:30 PM        |
| 4:45 PM         | 5:00 PM        |
| 5:15 PM         | 5:30 PM        |
| 5:45 PM         | 6:00 PM        |
| 6:15 PM         | 6:30 PM        |
| 6:45 PM         | 7:00 PM        |
| 7:15 PM         | 7:30 PM        |
| 9:00 PM         | 9:30 PM        |
| 10:00 PM        | 10:30 PM       |
| 11:00 PM        |                |

### Saturday

| Depart Seacrest | Depart Pier 50 |
|-----------------|----------------|
| 9:00 AM         | 9:30 AM        |
| 10:00 AM        | 10:30 AM       |
| 11:00 AM        | 11:30 AM       |
| 12:00 PM        | 12:30 PM       |
| 1:00 PM         | 1:30 PM        |
| 2:00 PM         | 2:30 PM        |
| 3:00 PM         | 3:30 PM        |
| 5:00 PM         | 5:30 PM        |
| 6:00 PM         | 6:30 PM        |
| 7:00 PM         | 7:30 PM        |
| 8:00 PM         | 8:30 PM        |
| 9:00 PM         | 9:30 PM        |
| 10:00 PM        | 10:30 PM       |
| 11:00 PM        |                |

### Sunday

| Depart Seacrest | Depart Pier 50 |
|-----------------|----------------|
| 9:00 AM         | 9:30 AM        |
| 10:00 AM        | 10:30 AM       |
| 11:00 AM        | 11:30 AM       |
| 12:00 PM        | 12:30 PM       |
| 1:00 PM         | 1:30 PM        |
| 2:00 PM         | 2:30 PM        |
| 3:00 PM         | 3:30 PM        |
| 5:00 PM         | 5:30 PM        |
| 6:00 PM         | 6:30 PM        |
| 7:00 PM         |                |

## Elliott Bay Water Taxi

Draft November - March Sailing Schedule

AM

| Depart Seacrest | Depart Pier 50 |
|-----------------|----------------|
| 6:30 AM         | 6:45 AM        |
| 7:00 AM         | 7:15 AM        |
| 7:30 AM         | 7:45 AM        |
| 8:00 AM         | 8:15 AM        |
| 8:30 AM         | 8:45 AM        |
| 9:00 AM         |                |

PM

| Depart Seacrest | Depart Pier 50 |
|-----------------|----------------|
|                 | 4:30 PM        |
| 4:45 PM         | 5:00 PM        |
| 5:15 PM         | 5:30 PM        |
| 5:45 PM         | 6:00 PM        |
| 6:15 PM         | 6:30 PM        |
| 6:45 PM         | 7:00 PM        |



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## **KING COUNTY PASSENGER-ONLY FERRY PROJECT BRIEFING PAPER**

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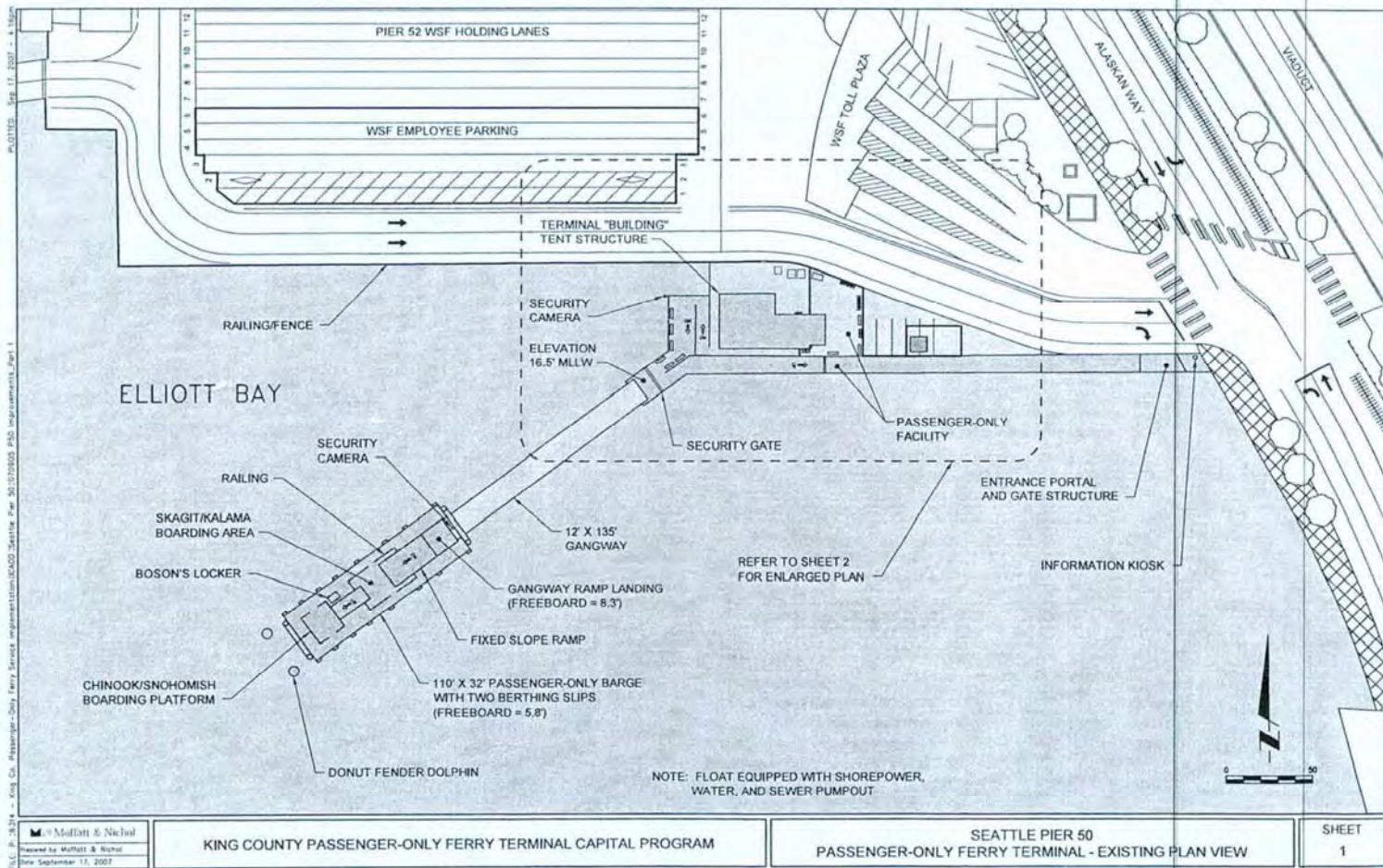
### **Attachments**

November 2, 2007

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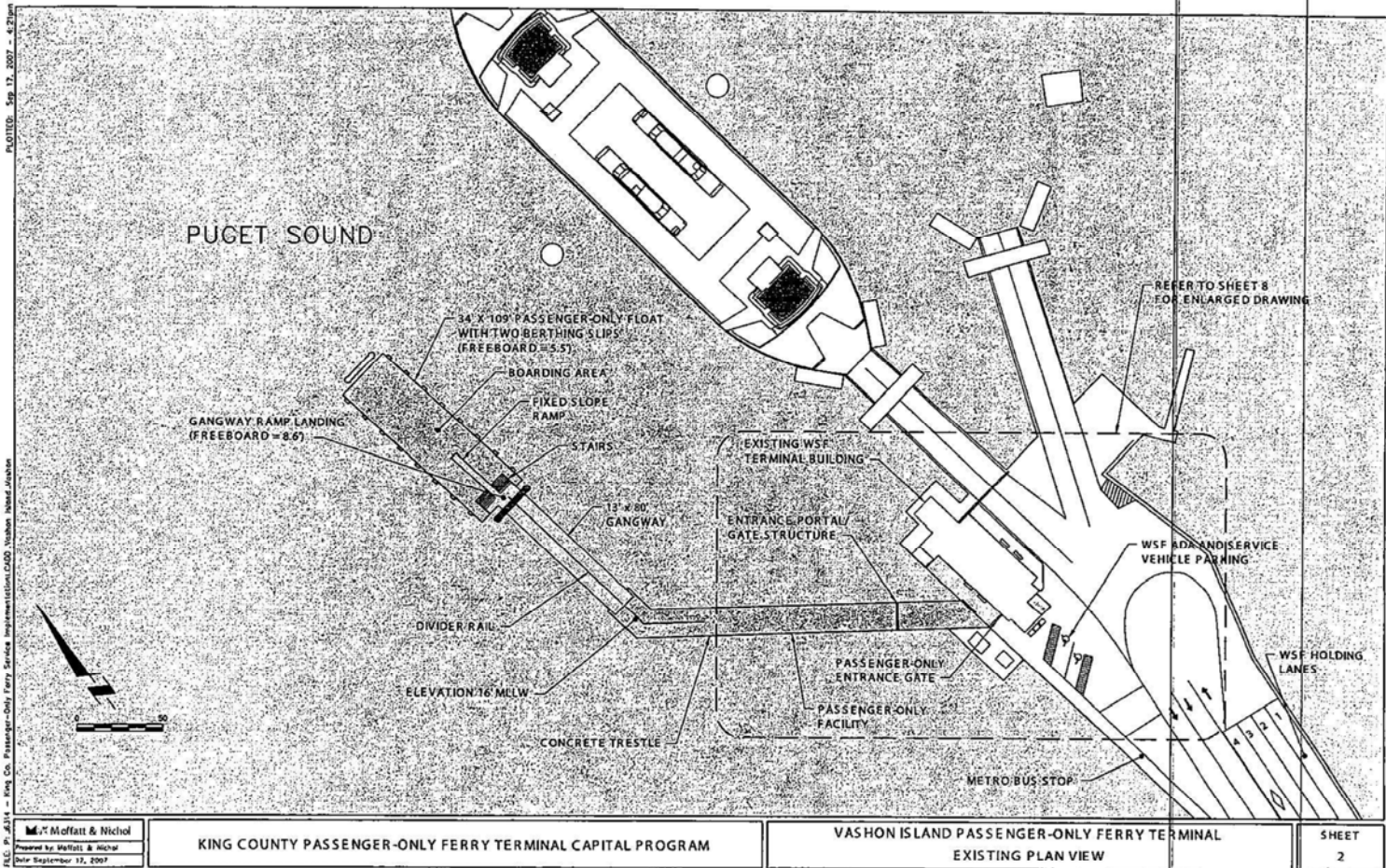


**Proposed Terminals**

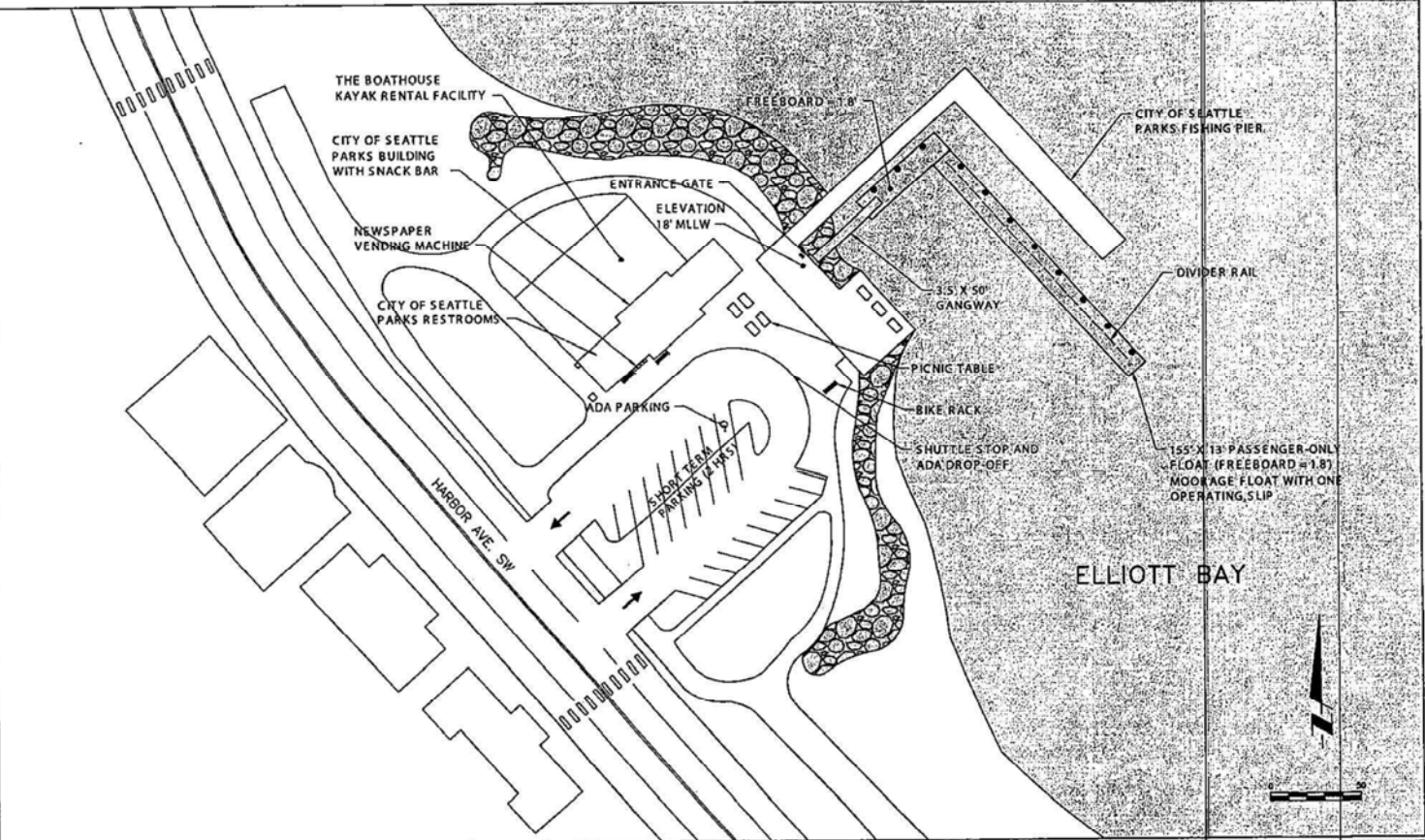




PLOTTED: Sep 17, 2007 - 4:21pm  
P: J314 - King Co. Passenger-Only Ferry Service Improvement CADD Vashon Island Vashon  
F.L.C. Prepared by Moffatt & Nichol  
Date September 17, 2007



PLOT02 - Sep 17, 2007 - 2:37pm  
P.L. # 0114 - King Co. Passenger-Only Ferry Service Implementation-CADD - Seacrest Park, Seacrest  
Moffatt & Nichol  
Prepared by Moffatt & Nichol  
Date September 17, 2007





**RCW 70.128.130****Adult family homes — Requirements.**

(1) Adult family homes shall be maintained internally and externally in good repair and condition. Such homes shall have safe and functioning systems for heating, cooling, hot and cold water, electricity, plumbing, garbage disposal, sewage, cooking, laundry, artificial and natural light, ventilation, and any other feature of the home.

(2) Adult family homes shall be maintained in a clean and sanitary manner, including proper sewage disposal, food handling, and hygiene practices.

(3) Adult family homes shall develop a fire drill plan for emergency evacuation of residents, shall have smoke detectors in each bedroom where a resident is located, shall have fire extinguishers on each floor of the home, and shall not keep nonambulatory patients above the first floor of the home.

(4) Adult family homes shall have clean, functioning, and safe household items and furnishings.

(5) Adult family homes shall provide a nutritious and balanced diet and shall recognize residents' needs for special diets.

(6) Adult family homes shall establish health care procedures for the care of residents including medication administration and emergency medical care.

(a) Adult family home residents shall be permitted to self-administer medications.

(b) Adult family home providers may administer medications and deliver special care only to the extent authorized by law.

(7) Adult family home providers shall either: (a) Reside at the adult family home; or (b) employ or otherwise contract with a qualified resident manager to reside at the adult family home. The department may exempt, for good cause, a provider from the requirements of this subsection by rule.

(8) A provider will ensure that any volunteer, student, employee, or person residing within the adult family home who will have unsupervised access to any resident shall not have been convicted of a crime listed under RCW 43.43.830 or 43.43.842. Except that a person may be conditionally employed pending the completion of a criminal conviction background inquiry.

(9) A provider shall offer activities to residents under care as defined by the department in rule.

(10) An adult family home provider must ensure that staff are competent and receive necessary training to perform assigned tasks. Staff must satisfactorily complete department-approved staff orientation, basic training, and continuing education as specified by the department by rule.

[2000 c 121 § 6; 1995 c 260 § 6; 1989 c 427 § 26.]



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## Frequently Asked Questions



# KING COUNTY FERRY DISTRICT

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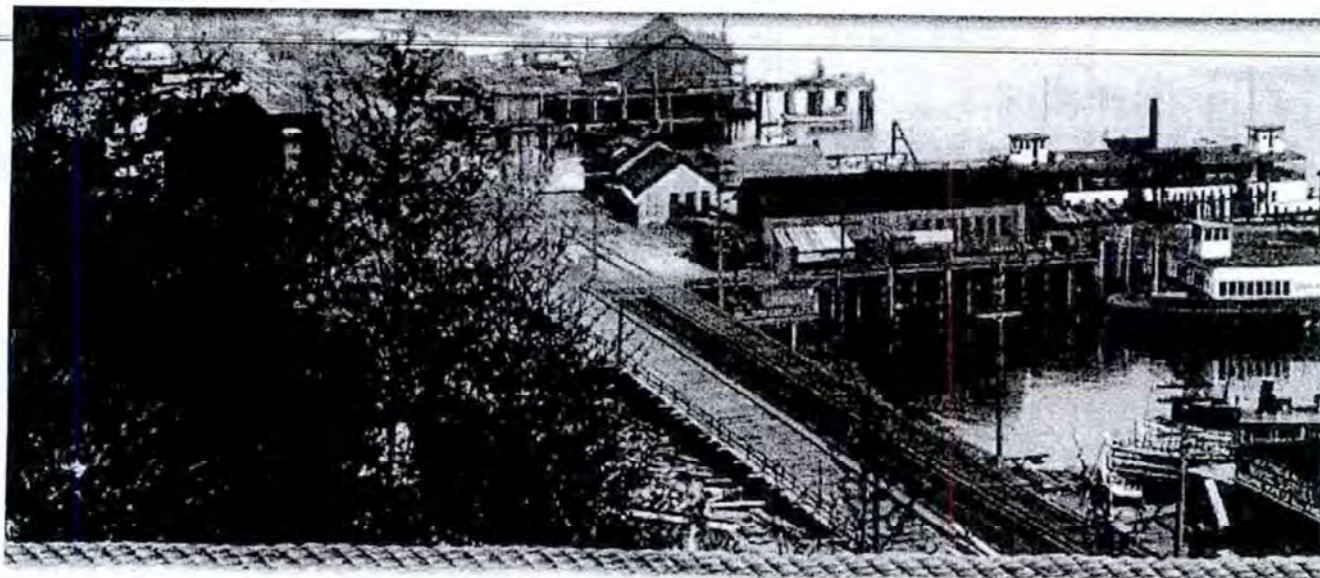
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## Vision

The King County Ferry District is a regional leader in providing an alternative to automobile travel with passenger-only ferries that contribute to reducing vehicle miles traveled, and encourage sustainable economic and community development.



King County Ferry District • 206.296.1020 • [info@kingcountyferries.org](mailto:info@kingcountyferries.org)

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Site design by Jennergy, Inc.



**Grant Fredricks**

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**From:** King County Ferry District [info@kingcountyferries.org]  
**Sent:** Thursday, September 25, 2008 1:35 PM  
**To:** Grant Fredricks  
**Subject:** King County Ferry District - Listening Tour Follow Up

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## Thank You!

We've completed our Listening Tour meetings in each of the five demonstration communities slated to receive passenger ferry service: Ballard, Des Moines, Northshore, Kirkland and Renton. Thank you to all who were able to join us! We received valuable feedback and information that will help us as we continue to explore ferry service in these communities.

These discussions were a first step in reaching out to communities to learn more about their needs, concerns and questions. Next steps include additional technical and market research and analysis as well as continued discussions. We look forward to working with you as we continue our process. We will keep you apprised, but please also regularly visit our website at [www.kingcountyferries.org](http://www.kingcountyferries.org).

Thank you again!

Kjristine Lund  
Executive Director

Board of Supervisors: Julia Patterson, Chair • Jane Hague, Vice Chair • Dow Constantine  
Reagan Dunn • Bob Ferguson • Larry Gossett • Kathy Lambert • Larry Phillips • Pete von Reichbauer  
Executive Director: Kjristine Lund

King County Ferry District • [www.kingcountyferries.org](http://www.kingcountyferries.org)  
516 Third Avenue • Room W 1039 • Seattle, WA 98104 • 206.296.1020 • [info@kingcountyferries.org](mailto:info@kingcountyferries.org)



## AGENDA ITEM

BUSINESS OF THE CITY COUNCIL  
City of Des Moines, WA

SUBJECT: Council Policy Direction for  
Downtown Planning

FOR AGENDA OF: ~~January 8, 2009~~ *JAN. 15, 2009*

DEPT. OF ORIGIN: Planning, Building & Public  
Works

DATE SUBMITTED: December 30, 2008

ATTACHMENTS:

1. Proposed Draft Vision and Mission Statements
2. September 28, 2008 City Council Retreat  
Meeting Minutes

CLEARANCES:

[X] Planning, Building & Public Works *MA*

[X] Legal *JB*

APPROVED BY CITY MANAGER  
FOR SUBMITTAL: *AT*

**Purpose and Recommendation**

The purpose of this agenda item is to confirm staff's understanding of the Council direction from the September 27<sup>th</sup> Council Retreat and October 2<sup>nd</sup> discussion of Council policy priorities from the recommendations and ideas from the University of Washington Department of Architecture Storefront Studio Report – "Des Moines Marina District Enhancement Plan" and to confirm City's Council's direction on a vision and mission statement for Downtown planning work (Attachment 1). Policy direction on these questions will allow staff to: (1) develop a Phase 2 Storefront Studio work plan, (2) proceed with Downtown planning, and (3) finalize the 2009 planning work program.

Council is requested to confirm its direction by acting on the following motions:

**Suggested Motion:**

"I move that the City Council adopt the following Downtown/Marina District planning vision and mission statements to guide staff planning activities with the understanding that the Downtown/Marina District Vision Statement will be not be finalized until planning has substantially progressed or been completed:



### **Draft Vision Statement for the Downtown Marina District:**

*The Marina District – the historic Downtown, Marina and Beach Park – is the commercial and cultural center for Des Moines. A revitalized Downtown with a traditional Main Street along Marine View Drive and a small-town charm reflecting the City's rich history invites new businesses, development, shoppers and residents. A quality mix of services in the District encourages residents to shop locally and creates a destination for visitors. Improved pedestrian access to and from the Marina and Beach Park and pedestrian amenities along South 223rd Street and South 227th Street enhance the image of Des Moines as a special Puget Sound waterfront community. Design guidelines encourage private participation and public art to reflect and celebrate the City's unique location and maritime heritage.*

The following working planning mission statement expresses the necessary planning steps to implement the draft vision:

### **Planning Mission Statement for the Downtown/Marina District:**

To strengthen the vitality of the Downtown Marina District as a place for people to live, shop, work and play by:

- Strengthening connections between sustainability, pedestrian accessibility, livability and downtown business vitality.
- Optimizing Des Moines' prime waterfront location and City views through the enhancement of civic and cultural opportunities and experiences.
- Establishing design guidelines aimed at preserving Des Moines' small-town character while promoting diversity and creativity of new development.
- Creating an integrated transportation system that includes a comprehensive parking strategy, continuous pedestrian and bicycle network, and streetscape improvements.
- Planning for the S. 223<sup>rd</sup> Street between Marine View Drive and Cliff Avenue focusing initially on public works street improvements and the Cliff Avenue connection to the Marina floor.
- Planning for the S. 227<sup>th</sup> Street corridor focusing initially on public works street improvements and Marina entrance enhancements.
- Coordinating with King County Metro the placement and funding of bus shelters on Marine View Drive.
- Developing detailed facilities and amenities plans that include funding and priorities in the Municipal Facilities, Marina and Arterial Streets Capital Improvement Plans (CIP).
- Coordinating with the Des Moines Arts Commission and the Des Moines Historical Society to develop a Public Arts Plan that includes sculptures, murals, interpretive Marina railing displays, history trails and marina street furnishings.
- Executing a community survey to determine what citizens of Des Moines envision for the Downtown."

*End of motion*



## **Background**

**March 6, 2008:** Staff provided an overview of the various activities, currently underway and planned, that affect and shape the planning and development for the Downtown Neighborhood. These relate to infrastructure planning, the Marina Master Plan, development regulations, the University of Washington Storefront Studio project, Downtown design guidelines, and the Main Street program. Staff discussed how these activities could also facilitate development of a strategic plan or master plan for the Downtown Neighborhood.

Council was provided copies of the Downtown Neighborhood Element, information on the Main Street Program's "Four Point Approach" and "Why Downtowns are Important," and a staff-proposed work program. Staff gave an overview of the three core components of a strategic plan or master plan: a *physical plan*, an *economic plan*, and a *regulation/ implementation plan*, and its value in facilitating the Comprehensive Plan's vision for a particular area – to augment revitalization work and to managing future change.

Council expressed a desire to follow a planning process similar to the one carried out for the Pacific Ridge Neighborhood Improvement Plan. Council decided to hold a retreat focusing on Downtown Planning.

**March 29, 2008 Council Retreat:** Council discussed a series of questions related to Downtown Planning and planning goals to review and update the Downtown Neighborhood Element. In summary, Council was supportive of a visioning process followed by a comprehensive analysis of the Downtown neighborhood and development of a Downtown strategic plan. There was consensus on the need for community input with Council leadership and ownership; software-assisted height and view analysis to better understand opportunities and inform decisions; and a willingness to consider design guidelines. Input from staff and the UW Storefront Studio project was also seen as valuable to the planning process. Council also discussed the strengths, weaknesses, opportunities, and threats affecting Downtown, many of which will guide the visioning and planning process.

**April 26, 2008 Council Retreat:** The retreat began with a Developer Forum where guest speakers provided their perspective about market conditions in Southwest King County and critical factors for economic development in Downtown Des Moines. Staff then provided Council with a brief background on Downtown Des Moines, including existing visions/policies, proposed public/private investments in the area, and a summary of Council comments from their March 29<sup>th</sup> retreat. The goal of the discussion was to get Council clarification and reach consensus on the adequacy of current Downtown plans and regulations, existing conditions, and the strengths, weaknesses, opportunities and threats identified by Council.

Staff provided an overview of Downtown concepts/elements including lessons learned from other communities who have developed downtown plans. Council then participated in a visual preference evaluation and discussion to identify principles/elements that represent their vision for Downtown. Council also discussed specific opportunity areas – the geographic area centering on S 223<sup>rd</sup> Street was seen as the "heart of Downtown" and a key area for focusing City investments to create a town center and gateway to the Marina. Parking and traffic circulation were identified as key issues affecting the success of Downtown. In closing, staff indicated that a proposal for moving forward with Council's ideas would be brought back to Council for consideration.



**June 5, 2008:** Staff presented a proposed approach to move forward on the planning work for Downtown that included the following elements:

- A vision statement for the Downtown Neighborhood.
- A land use planning and urban design component that recommends a unified development concept, preferred land uses by sub-area, urban design features and actions, development regulations, and other implementation measures.
- A transportation component that analyzes circulation issues and recommends improvements and parking strategies necessary to ensure continued efficient access.
- Engineering advice and planning level recommendations regarding utilities, road and parking construction.
- An economics component that identifies market opportunities and constraints and recommends implementation strategies by sub-area, including funding programs.
- An environmental management component that recommends measures needed to protect the natural environment and to encourage low impact development.
- An active public involvement process that engages the community and enhances the likelihood for success.

At the conclusion of the discussion Council deferred finalizing the work program until after the conclusion of the Storefront Studio project – the intent being to incorporate recommendations and ideas from the studio work into the downtown planning work

**July 17, 2008:** Staff transmitted to City Council the “Marina District Enhancement Plan” prepared by the University of Washington Department of Architecture’s Storefront Studio Project. Project Director Jim Nicholls and architecture students presented an overview of the Storefront Studio which operated from April to June 2008, based out of a temporary office located in Downtown Des Moines.

The primary goal for the Storefront Studio was to integrate and connect the historic downtown with the marina/waterfront areas of the City of Des Moines, to promote economic development, and enhance the pedestrian experience. This area, termed as the “Marina District” is located between Marine View Drive S and the Des Moines Marina/Beach Park, and Kent-Des Moines Road/S. 227<sup>th</sup> Street and S. 216<sup>th</sup> Street. The following products were created by the Storefront Studio:

- A Community asset map for the Des Moines Marina District, showing physical, historic, and cultural assets, existing surface parking including current and proposed projects.
- Illustrated design proposals, developed for these assets and for properties within the District, including both site elements and building exteriors that may be affected by additions or new construction. The proposals addressed building scale, form, exterior features and materials, public art, landscaping, and other relevant attributes that define the character of the District.
- Banners, way-finding and community kiosk designs were developed to act as a seed project for the Marina District.

The Storefront Studio project goals support many of the policies and strategies established in the Downtown Element of the Des Moines Comprehensive Plan. Outcomes from the project complement future downtown, waterfront and cultural planning work.

Following the July 17<sup>th</sup> Council meeting, staff provided Council with a list of 44 recommendations and ideas from the *Marina District Enhancement Plan* that could be implemented by the City. Council was



asked to individually indicate with a "yes" or "no" on whether or not the ideas should be pursued and the priority level for each "yes" answer (high, medium or low).

Based on individual Councilmember's feedback, staff identified the following relative priorities for Council discussion and confirmation:

1. North & South Gateway improvements.
2. Design guidelines for Downtown modeled on those of Pacific Ridge.
3. Marine View Drive sidewalk and bus shelter improvements.
4. Sub-area plan including street and pedestrian improvements on the S. 223<sup>rd</sup> corridor.
5. Marina Entrance improvements.
6. Pedestrian & streetscape improvements on 227<sup>th</sup> west of MVD.
7. Marina/Beach Park improvements including waterfront benches, boardwalk extensions and new shelters.
8. Sea Serpent art sculptures along the breakwater and S. 223<sup>rd</sup>.
9. A Public Arts Plan with priority on murals, interpretive Marina railing display, history trail and marina street furnishings.
10. Preliminary planning for a new hill-climb building/parking structure with elevator on the Marina floor at S. 223<sup>rd</sup>.
11. Preliminary planning for the Des Moines Elementary School site with Highline School District.

**September 11, 2008:** Council discussed and identified the following priorities for inclusion in the downtown planning work program. Numbers correspond to recommendations noted above.

2. Develop design guidelines for Downtown that are based on the street and building design principles established in the Pacific Ridge Design Guidelines.
3. Coordinate with King County Metro, the location and funding of bus shelters on Marine View Drive. Identify funding for street furniture and trash receptacles and prioritize in the CIP.
4. Conduct more detailed planning for the S. 223<sup>rd</sup> Street corridor focusing initially on public works street improvements and including the Cliff Avenue connection to the Marina floor. Identify capital improvements, funding and priority in the Capital Improvement Plan (CIP) in a way that is coordinated with the completion of planned Beach Park and Marina improvements.
7. Incorporate the Marina and Beach Park improvements (i.e., waterfront benches, boardwalk extensions and new shelters) into the Marina District Master Plan and Beach Park Plans and CIPs.
9. Support the Arts Commission in the development of a Public Arts Plan for murals, interpretive displays and other public art.
11. Initiate discussion with Highline School District on the future of the Des Moines Elementary School site.

**September 27, 2008, City Council Retreat:** Council held a retreat to discuss the issues concerning Downtown Des Moines such as parking, zoning, and site development constraints. Minutes from the meeting are provided as Attachment 2. In summary, the meeting opened with comments from property owners and downtown businesses. Key issues and recommendations identified by individuals included:

**Issues:**

- Business signage and the permitting process
- Property maintenance (varies throughout Downtown)



- Need more pedestrian crossings to aide shoppers in accessing businesses in the downtown area
- Parking supply – discussion of whether or not there is a parking problem in downtown
- On-site parking requirements – restrictions imposed by the City make it very difficult for small businesses to build
- Economic development
- Lack of participation and City representation on SW King County Chamber of Commerce
- Meeting is a good way for the business owners to air their concerns to the Council

***Recommendations:***

- Make the process for sign permits consistent throughout the city to help business owners understand what is acceptable
- Develop a business attraction plan to attract the businesses that residents need
- Develop new standards and enforcement procedures related to building/property maintenance
- Council should develop a shared vision for the City by having a rejuvenated Chamber of Commerce and community betterment as opposed to economic development
- Des Moines Elementary School site seen as the most appealing and visionary project. The objective should be to celebrate the City's past and also focus attention on visions for the future. Cooperative team work with the City could be an aide to progress instead of an obstacle.

At the conclusion of the community comments, the Mayor made a proposal to the Council to eliminate all parking requirements for businesses that are non-residential. This was clarified to mean any uses downtown would not be required to provide parking except for residential uses. Council then discussed the pros and cons of such action. Issues and comments discussed included:

- Problem that older buildings were built without the requirement to provide parking
- How to address parking requirements for vacant lots – not requiring parking is irresponsible
- Vision of downtown is what should drive parking requirements and the parking code should reflect those needs
- Whether a parking mitigation fee be charged in lieu of providing some parking and that money be used to develop more downtown parking
- Options to reduce the requirements or loosen up the requirements for shared parking agreements
- Issue of equity for those businesses that are already here and are providing the required parking

Each Councilmember was then asked to give his or her personal vision of how they see the Downtown. This information was used by staff to revise the proposed vision statement for Council review (Attachment 1).

**Parking Changes to Zoning Code:** Council heard concerns from multiple Downtown business owners regarding what the owners perceived as overly strict parking requirements given the abundance of parking available in the public rights-of-way. Additionally, the property owners indicated that the current offsite parking agreement requirements create a significant burden on properties that would provide the offsite parking since the current code requires that the agreement be in the form of a deed or easement that is valid in perpetuity.

The City's parking code prohibits business owners from utilizing the on-street parking space to provide the zoning code-required number of parking stalls for customers. This prohibition frustrates many property owners because the on-street parking stalls are typically the closest to the front door since the



buildings are required to be located on the front property line near the street or the stalls have been historically used to provide parking for the business on the lot. Property owners also do not understand why the City has adopted, what they believe are, extremely high parking requirements when there is parking for the public in the rights-of-way.

In an effort to address the concerns of the property owners and facilitate redevelopment in the Downtown, Draft Ordinance 08-223 was developed for the purpose of establishing a parking exemption for commercial uses in the Downtown Commercial Zone. A public hearing to consider the ordinance was held on October 16, 2008 and continued to November 20, 2008 when it was passed by Council, to be effective for a period of one (1) year.

#### **December 1, 2008 Planning Agency:**

Staff briefed the Planning Agency on City Council's policy priorities related to the University of Washington Department of Architecture Storefront Studio Report – "Des Moines Marina District Enhancement Plan" and the working vision and mission statement that staff developed for Council consideration. Staff also discussed current work on a sketch-up model of the downtown for the purpose of completing a view analysis.

During the public comment period, Andy Langsford, a Downtown property owner, discussed the economic challenges the 35-foot height limit presents in redeveloping his five properties in the Downtown. Mr. Langsford indicated that increasing the height limits would help to kick-start the Downtown and increase tax revenues for the City.

Agency Member Bekkerus asked what height limit might be recommended, and Mr. Langsford suggested 65 feet. Mr. Langsford clarified that the building heights need to be addressed for the Downtown as a whole rather than his properties alone. Agency Chair Proulx asked if there were issues other than building heights that need to be considered. Mr. Langsford indicated that a vision and plan of action for the Downtown was needed.

Planning Agency members discussed their continued interest in being involved in the Downtown planning work. Other issues discussed included the need for economic development in the Downtown; the need for critical mass of businesses and residents (i.e., more residents lead to more need for goods and services); and limitations that height restrictions present and associated effects on property value.

#### **Discussion:**

At the October 2<sup>nd</sup> Council meeting, staff facilitated further discussion of the remaining priority items that were not able to be fully discussed on September 11<sup>th</sup> based on the UW Storefront Studio *Marina District Enhancement Plan*. Council is asked to confirm the following direction related to these priority items:

1. Develop gateway signage and wayfinding kiosk concepts that incorporate the sailboat theme from Pacific Highway S. Focus first phase on Marine View Drive at S 216<sup>th</sup> and Kent-Des Moines Road. Apply for CTED grant funds for wayfinding signage on state highways (February 2009).



5. Develop Marina Entrance design options for Council and community consideration. Optionally, consider having a community/artist design competition. Ensure structure heights do not conflict with large boats accessing the Marina.
6. Conduct more detailed planning for the S. 227<sup>th</sup> Street corridor focusing initially on public works street improvements. Evaluate right-of-way cross sections to determine how design elements (including artwork) and parking can be accommodated. Consider options for removing center turn lanes and adding angle parking. Address signage, lighting and pedestrian amenities as elements of the Design Guidelines. Evaluate trail and bicycle linkages to and through the Marina and Beach Park.
8. Survey Arts Commission for opinions and ideas for art sculptures along the breakwater and S. 223<sup>rd</sup> Street. Research and present the format and cost estimates for completing a statistical survey for Downtown.
10. Work with City Departments to complete a highest and best use analysis for a new hill-climb building/parking structure on the Marina floor with elevator access to S. 223<sup>rd</sup>. Coordinate with passenger-only ferry studies (if Council proceeds in this direction).

Staff has developed a revised draft vision and mission statement (Attachment 1) for Downtown that capture the work program elements described above to provide the context and framework for the planning process, plan content and more specific projects that Council wants to emphasize. In addition, staff is interested in the Planning Agency taking a more prominent role in the Downtown Planning work.

### **Financial Impact**

Many of the recommendations and ideas from the "*Des Moines Marina District Enhancement Plan*" will require staff and financial resources to implement. These investments will in turn help to focus staff and Council planning efforts resulting in revitalization of the Downtown and stimulation of Downtown economic development. This in turn will help to create jobs, new housing, a stronger tax base and tax revenues for the community.

### **Recommendation**

Staff recommends Council provide direction on the draft vision and mission statements, Planning Agency role, and the priority policies for implementing the recommendations and ideas from the "*Des Moines Marina District Enhancement Plan*" to (1) develop a Phase 2 Storefront Studio work plan proposal, (2) proceed with Downtown planning, and (3) finalize the 2009 planning work program.



***Working Vision Statement for the (Downtown) Marina District***  
*(Proposed re-wording by Ralph Nichols, Tony and Grant)*

The Marina District – the historic Downtown, Marina and Beach Park – is the commercial and cultural center for Des Moines. A revitalized Downtown with a traditional Main Street along Marine View Drive and a small-town charm reflecting the City's rich history invites new businesses, development, shoppers and residents. A quality mix of services in the District encourages residents to shop locally and creates a destination for visitors. Improved pedestrian access to and from the Marina and Beach Park and pedestrian amenities along South 223rd Street and South 227th Street enhance the image of Des Moines as a special Puget Sound waterfront community. Design guidelines encourage private participation and public art to reflect and celebrate the City's unique location and maritime heritage.

***Working Mission Statement for the Downtown/Marina District:***

To strengthen the vitality of the Downtown Marina District as a place for people to live, shop, work and play by:

- Strengthening connections between sustainability, pedestrian accessibility, livability and downtown business vitality.
- Optimizing the Des Moines' prime waterfront location and City views through the enhancement of civic and cultural opportunities and experiences.
- Establishing design guidelines aimed at preserving Des Moines' small-town character while promoting diversity and creativity of new development.
- Creating an integrated transportation system that includes a comprehensive parking strategy, continuous pedestrian and bicycle network, and streetscape improvements.
- Planning for the S.223rd Street corridor between Marine View Drive and Cliff Avenue, focusing initially on public works street improvements and including the Cliff Avenue connection to the Marina floor.
- Planning for the S 227<sup>th</sup> Street corridor focusing initially on public works street improvements and Marina entrance enhancements.
- Coordinating the placement and funding of bus shelters on Marine View Drive with King County Metro.
- Developing detailed facilities and amenities plan that includes funding and priorities in the Municipal Facilities, Marina and Arterial Streets Capital Improvement Plans (CIP).
- Coordinating with the Des Moines Arts Commission and the Des Moines Historical Society to develop a Public Arts Plan that includes sculptures, murals, interpretive Marina railing displays, history trails and marina street furnishings.



## **Des Moines City Council Retreat**

Des Moines Beach Park  
Founders Lodge  
22030 Cliff Avenue South  
Des Moines, 98198

### **MINUTES**

**September 27, 2008**

The meeting was called to order by Mayor Sheckler at 9:00 a.m.

ROLL CALL Present: Mayor Bob Sheckler, Mayor Pro Tem Dan Sherman, Councilmembers Dave Kaplan, Ed Pina, Carmen Scott, Scott Thomasson and Susan White. Also in attendance were City Manager Tony Piasecki, Parks and Recreation Services Director Patrice Thorell, Police Commander Kevin Tucker, and Public Works Director Grant Fredricks.

The Mayor welcomed the audience and stated that this meeting is an open forum to discuss the issues concerning Downtown Des Moines, parking, zoning, etc.

### **ITEMS FROM THE AUDIENCE**

Diane Jacobson gave Councilmembers a letter from Mr. Hicks, owner of All Points Yarn who was unable to attend. Ms. Jacobson has been a business owner in Des Moines for nine years. In the section of town where her business is located, the building owners take care of the buildings, but that is not the case throughout downtown. Signage for businesses is often difficult to get approved through the City. Making the permit process consistent throughout the city would help business owners understand what is acceptable. Pedestrian crossing is also a concern and there is a need for more crossings to aide shoppers in getting to the businesses in the downtown area.

City Manager Piasecki requested from Ms. Jacobson the things she feels contributes to or detracts from her store's success.

Ms. Jacobson replied that store front presence makes a huge difference. Signage people can see from the street is very important. People are more likely to go into a store when it looks like the owners care about the store and the building. A business must invite people to come in to make sales. People hesitate to start relationship with new business owners so it takes perseverance to keep a business going.

Councilmember White observed that businesses that have gone out of business make the neighborhood look uninviting to customers. City should figure out how to make those former owners take the signs down which would make downtown more appealing.

City Manager Piasecki opined that curb appeal and owners knowledge of their businesses are keys to successful business. Having complementary businesses in the same area also helps grow all surrounding businesses.

Scott Andrews is owner of the China Sea Restaurant. Dr. Andrews owns a number of buildings in Downtown Des Moines and along Marine View Drive. A lot of time and money is invested in



this real estate, improving the look of the buildings. When remodeling the Butler, the City's permit process would not allow the 600 sq. ft. of floor space to expand the business due to the extra parking required for buildings over 2,000 sq. ft. On the China Sea Restaurant project, the plan was to knock the floor down and give it higher ceilings, again the City building codes said there would be 36 parking spots required which would mean building an underground parking garage and that is cost prohibitive. There has never been a parking problem there before, even though the place is always packed at night.

Councilmember Pina inquired if the City built a parking garage, would that solve the parking issue.

Dr. Andrew feels there is no real parking problem as far as he can tell. During the day there is always open street parking and at night there is even more.

Mayor Sheckler restating the testimony heard thus far is that the code is restrictive because there are too many requirements for parking spaces when you try to put a business in here. Parking is not necessarily an issue because there is plenty of parking on the street, according to what has been said to this point.

Dr. Andrews stated that when he purchased the China Sea, he did not feel parking would be an issue since it has always been a restaurant and that was not going to change. The chain restaurants have more money to spend for parking, but the restrictions imposed by the City make it very difficult for small businesses to build.

BJ Bjorneby talked about the problem with sign space in Des Moines. The South West King County Chamber of Commerce does economic development with businesses in this area. One of the Chamber's major focuses is on business retention. Networking helps businesses refer to other businesses to help each other grow. There is a Chamber in Des Moines, however not enough business people are involved in it. Mayor Sheckler inquired as to how the Council as a government body, could get businesses to join the chamber? Mr. Bjorneby recommended that the City become full members of the South West King County Chamber. The Chamber also helps business owners learn new skill sets to help them grow their businesses.

Laura Straight owns the Marine View Florist on Marine View Drive. This is a new location for her and when she moved to this location, it took 2 months to get the signs erected; however, once this happened business increased substantially. Ms. Straight would like to see more Arts brought into downtown. The City could develop a plan to woo the businesses that residents need. She encouraged the Council to look at the historic structure of downtown and develop a vision true to what we have not what is wished for. She feels that property owners should be made to pull their weight in a small shopping community and suggested that maybe new standard may need to be drafted and enforced to maintain the buildings.

Councilmember White stated that where Ms. Straight's business was before she relocated, was in the QFC Shopping Center, which used to be more appealing, what is the contributing factor to its downturn?

Ms. Straight's opinion is that building neglect has contributed to the feeling of disrepair in that area. The shopping experience for the consumer is different than it was 20 years ago, mostly due to the big box stores and the malls.

Mike Colello spoke as a business owner with a business in a state of flux. His restaurant wanted to include family dining, however, the liquor board had restrictions. Those requirements have now been met and family dining will now be offered. Another element of his business is keeping people in the restaurant, but after dining, there is nothing to keep them there such as a pool table or dart board. There is an opportunity to expand into the next door area. The City's parking requirement is preventing that expansion due the gross floor area statement in the code. He suggested changing that to "*net usable public space*" to offset the unusable spaces such as the kitchen and storage areas. Perhaps implementing a valet service would satisfy the parking requirement. He has not had any complaints from customers about an inability to find reasonable parking. Another possibility is to expand to code from the current 2,000 sq. ft. to 3,000 sq. ft.

City Manager Piasecki stated that the code allows for onsite parking or off site if the offsite parking area is within a certain distance and connected somehow provided that the property is not included in its own parking needs. There would be no credit given for valet parking in the code. Mr. Colello stated that there is plenty of street parking for everyone and parking really isn't an issue.

Councilmember Sherman observed that what is being said in his opinion is that the business owners would like the parking requirements reduced in some way. If developers want the same thing, parking will become very scarce and then there will be a parking issue. Mr. Colello summed up by stating that it may be better to encourage a parking problem rather than trying to prevent one that does not exist and that is preventing businesses from coming to Des Moines.

A comment from the audience stated the shared parking requires a deeded easement that is recorded and is valid forever which encumbers the property. This causes a financial loss to the owner when selling the property later.

Jack Kniskern expressed that this meeting was a good way for the business owners to air their concerns to the Council and move forward with a shared vision. Teamwork should be developed for this City by having a rejuvenated Chamber of Commerce and community betterment as opposed to economic development. The most appealing and visionary project is the Des Moines Elementary School site. In developing this site the objective should be to celebrate the City's past and also focus attention on visions for the future. Cooperative team work with the city could be an aide to progress instead of an obstacle.

Arlene Knight suggested that perhaps some the spots in front of stores on Marine View Drive be designated for those business. During special events there is no parking. So perhaps those spots could be signed for certain days or hours to be for those stores.

Mayor Sheckler thanked the audience for their comments, suggestions, and concerns.

The Mayor Sheckler recessed the meeting at 10:39 a.m. At this time Police Commander Tucker and Ms. Thorell left the meeting. The Mayor reconvened the meeting at 10:55 a.m.



Mayor Sheckler felt that after listening to the business owners, there was a shared thought. The Mayor made a proposal to the Council to do away with existing parking requirements downtown for everything non residential, so the market place can grow, letting the market place correct and handle itself. Councilmember Scott observed that most of the main streets are 60 to 80 feet which allows ample room for parking and sidewalks and agrees with the Mayor's proposal.

The Mayor restated his proposal to the Council to eliminate all parking requirements for businesses that are non-residential.

City Manager Piasecki stated this would mean any uses downtown would not be required to provide parking except for residential uses. For example, a mixed use building with three residential units in it, by the current code it would require two parking spots per unit for a total of six spots and that's all of the on-site parking that would be required.

Councilmember White feels that maybe the parking problem is not really a problem at all. Let the businesses grow. She favors elimination of the parking requirements. The City should be looking for parcels of land that could be paved for parking in the future.

Councilmember Sherman feels it is irresponsible not to require parking and disagrees completely with doing away with parking requirements. Perhaps other options could be to reduce the requirements or loosen up the shared parking agreements. The code is too harsh on the shared parking issue. There needs to be equity because of businesses that are already here and provided the required parking. The City could buy a parking lot and sell spots as requirements to the businesses. It is the Council's job to be forward thinking on this issue.

Councilmember Pina suggested as an alternative use parking based on how the customers use the parking space. The code could change when the business sells and is used in a different manner.

Councilmember White would like to have Mr. Fredricks and his staff put together a report on how many people could be in a building at one time to see the impact on the parking. It would be helpful to have an analysis of capacity versus inventory of available parking. This would give the Council more knowledge with which to make the best decision. The City should see how much can be accomplished with all ready owned land to develop public parking.

Councilmember Thomasson asked what the roll of government in this issue is. Does the government let the problem happen then try to fix it? The problem the City has is with older buildings that were built without the requirement to provide parking. Some older buildings that were residential changed into retail without the required parking. Changes cannot be ignored and releasing all the requirements and letting people do whatever they choose is not smart. Government built the parking spaces in the downtown when the improvements were done. There are parking wars that have been going on for years and if nothing is done, more wars will happen. The old buildings and the businesses in them have not yet caused crisis, but they will eventually and planning ahead will prevent this from happening.

For a vacant lot, to say there are no parking requirements is irresponsible. The issues for the old buildings may need to be addressed. Parking requirements for new vacant land is essential. Parking goes with the buildings, not with the business. The rules that the City has could be made better and can look at things like uses and deal with the older buildings that are already there.

Councilmember Kaplan feels the parking issue is driven by other decisions. The first issue that needs to be looked at is what should the downtown look like and this should drive the parking issue. The requirements will be different depending upon what gets built. The vision of downtown is what should drive parking and based on that vision, the parking code should reflect those needs. Angled parking on 6<sup>th</sup> & 7<sup>th</sup> could be added for additional parking because those easements are already there and not being utilized.

Councilmember Scott queried about a parking mitigation fee that could be charged in lieu of providing some parking and that money could be used to develop more downtown parking. She did research on what it takes to start a new business and the rules that they have to follow. The key for the parking is the vision of downtown. For example take a small clothing business; they would need to sell 248 units at \$47 each per month in order to be successful. This impacts the parking because of the number of customers that would need to go through that shop daily to maintain that level of sales. The current parking requirements would prohibit such a business in downtown.

City Manager Piasecki stated that as part of the downtown comp plan, a parking analysis was planned and has already started. Mr. Fredricks will give the research all ready completed to the Council to review. Some restriping could be done to allow some parallel parking that is not available now. Some streets could have some angled parking.

Mayor Sheckler recessed for lunch at 11:45 a.m. and reconvened the meeting at 12:20 p.m. Councilmember White left the meeting during the lunch break.

City Manager Piasecki requested direction from Council as to what they envision for the downtown. Each Councilmember was encouraged to give his or her personal vision of how they see the area. This will give staff a better understanding when revising the current draft of the proposed vision statement for Council review. Each Councilmember's key idea was written down to see if some common themes would emerge.

Councilmember Scott would like to see:

- The Beach Park become as historically and recreationally valuable as possible
- The Marina be redeveloped with the walking paths with Historic markers and other points of interest
- That businesses downtown be a mixture of services for the local community and shops that attract tourists
- A kiosk on each end of town with walking maps perhaps visitor information booths
- Sees Des Moines as a charming town with character. Does not want to see things downtown that makes the city look like any other city, keep the uniqueness

Councilmember Sherman would like to see:

- A more pedestrian friendly downtown and Marina
- Keep the charming atmosphere
- Scaled as a small town
- Boutique, restaurants and local businesses that cater to the people who live here
- Easy to find parking without having to walk everywhere
- Downtown should be sensitive to the historic community to the east



- The Marina and the Beach Park as a central amenities beach park
- Construction to stay scaled to downtown to maintain what is here
- Do not try to be something we are not
- Would like to have a community survey to make sure what the citizen really want in their downtown

Councilmember Kaplan vision includes:

- Agrees with a community survey to get the citizens input
- A charming downtown, which is in agreement with others
- The human scale that draws people to the downtown area
- Having businesses that to cater to the needs of the locals citizens
- Balancing out what business needs are city wide
- The historic nature of downtown needs to be promoted
- Circulate people through downtown with a tie in to the marina and the beach park
- Parking needs will be driven by what kinds of businesses that are there
- Parking should be shared between city and the businesses
- Pedestrian access between the streets to allow a flow of foot traffic
- Alleyways impact what can be built and there needs to be some discussion about that
- Offer incentives to property owners to make upgrades and maintain the properties
- More art because it draws people's interest
- Strong supporter of fountains as it encourages people to just sit and take in the beauty of the city

Des Moines Elementary School property could be a very interesting facility if developed properly. The city needs to find out what the district has planned for that parcel. Could be developed into a public plaza with steps leading up from Marine View Drive and some pedestrian way between blocks and then a walk way to connect with the Des Moines Creek Trail and goes down to the Marina. There are a lot of possibilities that the Store Front Studio pointed out, things that would be interesting. Another conclusion that came from the Store Front Studio is the downtown is too big. There are essentially two downtowns and there needs to be a way to make both elements focal points for downtown.

Councilmember Pina would like to see:

- A community survey with focused questions as to what kind of businesses the citizens need and want in downtown and expand to nearby communities as well
- Attracting people to a downtown requires good quality restaurants;
- Having businesses that people can walk to shop to for clothing, art, accessories, etc.
- Build a sidewalk on the Marina
- Have a hotel built in downtown close to the waterfront which would help support the businesses downtown

City needs to attract people to eat here, shop here and draw people from other communities.

Councilmember Thomasson vision of downtown is:

- That he does not envision Des Moines as a destination resort
- The city is part of South King County Suburban
- Make the most of the assets we have and highlight them to the best of their ability
- More restaurant are needed



- Services and shops to meet needs of the residents that live and work here
- More focus on history of Des Moines, people find that interesting, though it may not cause them to shop
- Need to be a suburban community that meets the needs of the community

Councilmember Scott noted that there is a building that looks like a warehouse on the marina that has retail spaces available and the landlord is looking for more tenants. Currently there are no retail tenants in that building and some the tenants want more signs on 7<sup>th</sup> Avenue to let people know they are open. If 7<sup>th</sup> could be designated in some way as a useful street to people entering Des Moines that may help open up some opportunities for more development on surrounding streets as well as on 7<sup>th</sup>.

Most of the east side of Marine View Drive has slopes and it is a state highway so there can only be cuts at specified distances and the lots are very short in depth. If the City could take away the hindrances on 7<sup>th</sup> Avenue and use better signage, it would be a very good alternative to using Marine View Drive and thus provide more area to developing retail stores.

Councilmember Pina opined that access to 7<sup>th</sup> Avenue has to be made easier. Right now it's a two turn jog to get there.

Councilmember Sherman noted that the right hand turn lane on east bound 227<sup>th</sup> needs to be better signed to make it clear the far right hand turn lane is for Marine View Drive only and the other is for Kent /Des Moines road. This is a very dangerous intersection and something needs done to be immediately as it is unsafe for pedestrians.

Mayor Sheckler asked for input from the Council concerning building heights in downtown.

In the downtown area, buildings are measured from sidewalk grade. It changes on the east side versus west side because of the difference in grade. Building heights do not take into account building mechanicals on top of the roof; those are not counted as building height. Views are worth money, so if a building has blocking structures on top that are not controlled by code, that is basically taking the view away from properties behind the building which affects property values. There is no guarantee on preserving views. All that can be done is to try to accommodate everything that is there now. Council could consider reducing heights in downtown to help preserve the small town feel. There should be some consideration to buffering between residential and industrial areas of downtown.

Councilmember Pina noted that when property is sold, it has certain rights. If the property does not have a restriction on height, then people can lose views if the building that is built blocks the view.

Councilmember Scott stated that it would be foolish to try to take away height that people have already purchased the right to build to.

Councilmember Kaplan is more concerned with the vision of downtown and if building heights should be lowered then that is something to consider. Building heights is a policy discussion.



Councilmember Thomasson observed that a good Council study session could be to go through the code with one of the newer site plans and see how much of the building meets code. This would be helpful in determining if the codes make sense or if they are too restrictive and hampering development.

Mayor Scheckler's vision for the downtown area would include:

- A nice, clean downtown
- More pedestrian friendly with more crosswalks
- Designate a true Marina district with professional signage
- More Art with perhaps Whalen Art Gallery
- Des Moines Elementary could become a major asset if planned out properly
- More places for legitimate evening entertainment locations such as a theatre with live plays, evening music, comedy clubs, etc.
- More quality restaurants
- Better food stores with some specialty food stores also

City Manager Piasecki summed up that the key words seem to be charming, pedestrian friendly, a mix of businesses that service residents and visitors and no overdevelopment and stay in a human scale.

Councilmember Thomasson stated that the vision is currently written in planner language but it should be written in conversational English so that it is easily understood by most of the citizens.

City Manager Piasecki will take what was heard here back to staff and they will put together a vision statement for the downtown element of the comp plan that incorporates all of these ideas. Also each Councilmember could write their own vision statement taking in to account what was heard in this meeting, route it through the City Manager's office and it can be distributed to the Council.

Councilmember Pina offered that perhaps Councilmember Scott could put together a working draft of what was discussed in this meeting for the Councilmembers.

Councilmember Thomasson inquired as to when was a marina district designated.

Councilmember Kaplan felt using that term was a verbal devise to connect the downtown with the Marina and the Council should formally adopt it as such if we are going to continue using that.

Mayor Scheckler stated that the Marina district will be delineated, defined and brought before Council for approval. Staff still needs to know where we are heading with the parking issue.

Mr. Fredricks stated that staff has developed an initial parking assessment. There are 585 parking spaces on the street and the onsite parking is about equal to the requirements to the zoning code. The conclusion is there is not a business driven parking problem in downtown right now.

Most of the parking problem seems to be centered on the residential parking. There was a suggestion to split the parking problem into two issues. Then look to see what onsite requirements were for the residential units and were they provided. This may help determine

why they are parking on the street, is it because there was not enough parking provided or is the parking being used for things other than to park or is the provided parking too inconvenient to use. There needs to be a walkway between 6<sup>th</sup> & 7<sup>th</sup> Avenues that could make it easier to park and get to downtown. When looking at parking in downtown, it has to include the residential units as well as the businesses in order to get a clear picture of the need for parking.

Councilmembers discussed that perhaps a tax incentive would help spur property owners to spend some money on updating their buildings. The State is specific about giving tax credits, but another possibility may be a maintenance ordinance to encourage landlords to do their part to add to the charm of downtown.

Councilmember Kaplan raised the issue of the permit process and the time it takes to get a permit from the City. The process needs to be streamlined and buying the new software would help alleviate some of that problem.

Mr. Fredricks commented that part of the difficulty in getting a permit is the codes are specific and the application of those codes often do not allow people to do what they believe they need to do in order to be successful.

City Manager Piasecki will bring more information on the sign code to the next meeting. It is very specific and staff is trying to enforce the code passed by the Council.

Councilmember Thomasson stated that there is a balance the city has to consider between too much and not enough signage.

Mayor Sheckler stated that there will be another meeting and the arrangements will be sent to the Councilmembers as soon as available.

Mayor Sheckler adjourned the meeting at 2:10 p.m.

Respectfully submitted by Lady of Letters, Inc.