

AGENDA

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue South, Des Moines**

April 9, 2015 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

EXECUTIVE SESSION

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER'S REPORT

ADMINISTRATION REPORT

CONSENT AGENDA

Page 1 Item 1: APPROVAL OF VOUCHERS
Motion is to approve for payment vouchers and payroll transfers included in the attached list and further described as follows:
Claim Checks: \$367,687.45
Payroll Fund Transfers: \$304,485.42
Total Certified Wire Transfers, Voids, A/P and Payroll Vouchers: \$672,172.87

Page 3 Item 2: APPROVAL OF MINUTES
Motion is to approve the minutes from the March 5, 2015 regular City Council meeting.

OLD BUSINESS

Page 9 Item 1: 2015 COMPREHENSIVE PLAN PERIODIC UPDATE:

- Capital Facilities, Utilities and Public Services Element
- Parks, Recreation and Open Space Element
- Transportation Element
- Conservation Element

Staff Presentation: Economic Development Manager Denise Lathrop

Page 131 Item 2: DRAFT ORDINANCE NO. 15-038 SURFACE WATER MANAGEMENT RATES
Staff Presentation: Surface Water Management Utility Manager
 Loren Reinhold

NEXT MEETING DATE
April 23, 2015

ADJOURNMENT

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CITY OF DES MOINES
Voucher Certification Approval

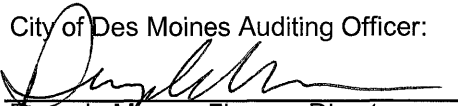
9-Apr-15

Auditing Officer Certification

Vouchers and Payroll transfers audited and certified by the auditing officer as required by RCW 42.24.080, and those expense reimbursement claims certified as required by RCW 42.24.090, have been recorded on a listing, which has been made available to the City Council.

As of April 9, **2015** the Des Moines City Council, by unanimous vote, does approve for payment those vouchers and payroll transfers included in the attached list as described as follows:

The vouchers below have been reviewed and certified by individual departments and the City of Des Moines Auditing Officer:


Dunyele Mason, Finance Director

	# From	# To	Amounts
Claims Vouchers:			
Total A/P Checks/Vouchers	142480 -	142620	226,139.43
Electronic Wire Transfers	530 -	536	141,548.02
Total claims paid			367,687.45
Payroll Vouchers			
Payroll Checks	18635 -	18640	6,716.73
Direct Deposit	140001 -	140159	297,768.69
Payroll Checks	-		
Direct Deposit	-		
Payroll Checks	-		
Direct Deposit	-		
Total Paychecks/Direct Deposits paid			304,485.42
Total checks and wires for A/P & Payroll			672,172.87

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MINUTES

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue South, Des Moines**

March 5, 2015 – 7:00 p.m.

CALL TO ORDER

Mayor Kaplan called the meeting to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE

The flag salute was led by Councilmember Pennington.

ROLL CALL

Council present: Mayor Kaplan; Mayor Pro Tem Matt Pina; Councilmembers Jeremy Nutting, Melissa Musser, Jeanette Burrage, Bob Sheckler and Vic Pennington.

Staff present: City Manager Tony Piasecki; Assistant City Manager Michael Matthias; City Attorney Pat Bosmans; Assistant City Attorney Tim George; Chief of Police George Delgado; Planning, Building and Public Works Director Dan Brewer; Parks, Engineering Services Manager Brandon Carver; Recreation & Senior Services Director Patrice Thorell; Human Services Manager Maureen Murphy; Marina Maintenance Manager Scott Wilkins; Senior Services Manager Sue Padden; Finance Director Dunyele Mason; Project Manager Scott Romano; Associate Transportation Engineer Andrew Merges; Surface Water Management Utility Manager Loren Reinhold; City Clerk Bonnie Wilkins.

CORRESPONDENCE

There were no correspondences.

COMMENTS FROM THE PUBLIC

- Peg Coleman, D.A.W.N.; thanked Council for their support and gave an update on the program.
- Ed Plumlee, 27905 45th S, Auburn; Supports South King Fire Bond Measure.
- Chris Mathis, 2484 Crestmont Lane SW, Tumwater; Spoke on behalf of South King Firefighters; Supports South King Fire Bond Measure.
- Scott Evans, 1127 S 243rd Court; Destination Des Moines Board Member; Invited Council to attend Destination Des Moines' Main Street meeting.
- Sophie Hilsen; 115 SW 164th Place; Updated Council on student body activities at Mt. Rainier High School.
- Ben Stark, 1310 S 230th; Informed Council that long-time resident Michael Cudahy had passed away.
- George Minnich, 22701 19th Avenue S; Concerned about speeding in front of Mt. Rainier High School.

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

Councilmember Pennington:

- Public Safety & Transportation Committee meeting:
 - o Police Department Accreditation Process.
 - o Approval to hire 4 new officers this year:
 - In the process of hiring 1 new one.
 - Compiling annual report.

- Partnering with Department of Justice and working with school district.
- Capital Improvement Projects:
 - o Parking study:
 - Second open house in early April.
 - o Saltwater Bridge seismic retrofit project.
 - o Redondo Boardwalk.

Councilmember Sheckler:

- No report.

Councilmember Burrage:

- Forum on Cultural Grooming:
 - o Kent Senior Center.
 - o March 9, 2015.
 - o Free event.

Mayor Pro Tem Pina:

- Poverty Bay Wine Festival.

Councilmember Musser:

- Master Builder Event:
 - o Held at Hollywood School House in Woodinville:
- Recent bomb threat at Mt. Rainier High School
 - o Thanked the school district and Des Moines Police Department for their great communication.
- Pacific Middle School:
 - o Future City students will present their national award winning City next week.
- Legacy Foundation Casino Night:
 - o March 21, 2015.
 - o Des Moines Field House.

Councilmember Nutting:

- Coffee with a Cop.
- Des Moines Spring Recycling Collection Event.

PRESIDING OFFICER'S REPORT

- Community Commercial Zone:
Direction/Action
Pursuant to council Rule 28, as a member of the prevailing side, Mayor Kaplan moved to reconsider the passage of Ordinance No. 16187 enacted on February 12, 2015, for further consideration at the next regularly scheduled Council meeting of March 12, 2015; seconded by Councilmember Nutting.
The motion passed 7-0.
- Meet with Mayors from surrounding Cities:
 - o Sound Transit 3.
- Council Retreat Study Session Topics:
 - o April 2, 2015 – Public Safety.
 - o May 14, 2015 – Marina.
 - o July 2, 2015 – Internet/Telecommunications/Cable.
 - o August 13, 2015 – Communications Plan.
 - o October 15, 2015 – Education Communities.
- Councilmember vacation schedules.

- Des Moines Theater building sold!
 - o Spokane commercial developer.
 - o Interested in rehabbing the facility.
- Port of Seattle Open House:
 - o Expansion of current facilities:
 - North or South terminals.
 - No additional runways.
- Acknowledged the anniversary death of Steven J. Underwood:
 - o Thanked the police officers for all that they do.
- Thanked City staff for all they do in keeping the City safe.

ADMINISTRATION REPORT

EMERGING ISSUES:

- Interviews for Municipal Court Judge:
 - o 3 different panels.
- Mt. Rainier High School student body involvement:
 - o Community Clean up:
 - May 9, 2015, 9:30-11:30 a.m.
 - o Parks, Recreation and Senior Services Master Plan Survey.
- South Sound Opening:
 - o May 9, 2015.
- County Council placing Levy Lid lift on the April 28th ballot to fund replacement of public safety emergency radio network.
- Water taxi:
 - o Operated by King County Transportation District.
 - o Parking issues.

CONSENT AGENDA

- Item 1: APPROVAL OF MINUTES
Motion is to approve the minutes from the January 8 and January 22, 2015 Regular City Council meetings and the minutes from the January 8, 2015 City Council Executive Session.
- Item 2: CONTRACT AWARD FOR DES MOINES BEACH PARK RESTROOM AND PICNIC SHELTER TREE DAMAGE REPAIR PROJECT
Motion is to award the Public Works Contract with Argosy Construction Co. Inc. for the Des Moines Beach Park Restroom and Picnic Shelter Tree Damage Repair Project, in the amount of \$74,295.75 (for the Base Bid plus Alternate 1), authorize a project contingency in the amount of \$10,000.00, and authorize the City Manager to sign said contract substantially in the form as submitted.
- Item 3: ANNUAL MULTI CITY HUMAN SERVICES FUNDING PROGRAM
Motion is to approve Exhibit A for 205 Des Moines' planning, funding and implementation of a joint human services application and funding program as provided in the 2003 Memorandum of Understanding for the Joint Human Services Funding Program between the Cities of Auburn, Burien, Covington, Des Moines, Federal Way, Renton, SeaTac and Tukwila (Attachment 2), substantially in the form as submitted.
- Item 4: DRAFT RESOLUTION NO. 15-024 GENERAL EMPLOYEES COMPENSATION
Motion is to adopt Draft Resolution No. 15-024 to provide wage increases and benefit adjustments for the City of Des Moines General Employees effective January 1, 2014 to December 31, 2016.

- Item 5: DRAFT RESOLUTION NO. 15-037, KING COUNTY FIRE PROTECTION DISTRICT 39 (SOUTH KING FIRE AND RESCUE) PROPOSITION 1

Motion is to adopt Draft Resolution No. 15-037 supporting King County Fire Protection District 39 (South King Fire and Rescue) Proposition No. 1 entitled "Fire Station, Emergency Response and Firefighter Safety Equipment Improvement General Obligation Bonds - \$53,700,000" on the April 28, 2015 election ballot.

- Item 6: INTERLOCAL AGREEMENT BETWEEN THE CITY OF DES MOINES AND DES MOINES POOL METROPOLITAN PARK DISTRICT FOR MASTER PLAN PROJECT SERVICES

Motion is to approve the Interlocal Agreement between the City of Des Moines and the Des Moines Pool Metropolitan Park District for the City of Des Moines to provide Parks, Recreation and Senior Services Master Plan project services effective January 1, 2015 and ending on December 31, 2015, in an amount not to exceed \$25,000, and authorize the City Manager to sign the agreement substantially in the form as submitted.

Direction/Action

Motion made by Councilmember Nutting to approve the consent agenda; seconded by Councilmember Pennington.

Councilmember Pennington recused himself from Consent Agenda Item #5.

Councilmember Sheckler recused himself from Consent Agenda Item #4.

Councilmember Sheckler mentioned minor correction to the minutes of January 8, 2015, noting that the vote of Old Business Item #1 should have read "6-1."

Councilmember Burrage pulled Consent Agenda Item #1 for a small correction to the January 8, 2015 minutes, changing Councilmember Burrage's Board and Committee Report/Councilmember Comments to read "Problem with length of meetings and volume of issues at each meeting."

The remainder of the consent agenda passed 7-0.

Motion made by Councilmember Nutting to approve the amendments to Consent Agenda Item #1; seconded by Mayor Pro Tem Pina.

The motion passed 7-0.

Mayor Kaplan asked Council's indulgence to take New Business Item #2 before the rest of the agenda.

NEW BUSINESS

- Item 2: SALTWATER PARK BRIDGE SEISMIC RETROFIT – PROJECT UPDATE AND ADDITIONAL CONTINGENCY REQUEST

Staff Presentation: Associate Transportation Engineer Andrew Merges

Associate Transportation Engineer Merges updated Council on the Saltwater Park Bridge project.

Direction/Action

Motion made by Councilmember Nutting to authorize additional construction contingency for the Saltwater State Park Bridge Seismic Retrofit project in the amount of \$200,000.00, bringing the total contingency for the project to \$470,000; seconded by Councilmember Musser.
The motion passed 7-0.

Mayor Kaplan asked Council's indulgence to take New Business Item #1 before Old Business Item #1.

NEW BUSINESS

Item 1: SOUTHWEST SUBURBAN SEWER DISTRICT COMPREHENSIVE SEWER PLAN
Staff Presentation: Surface Water Management Utility Manager
Loren Reinhold

Surface Water Management Utility Manager Reinhold introduced Craig Chambers, BHC Consultant, who gave a power point presentation to Council.

No formal action was taken.

At 8:30 p.m. Councilmember Sheckler left the meeting.

At 8:30 p.m. Council took a break and resumed the regular meeting at 8:37 p.m.

OLD BUSINESS

Item 1: 2015 COMPREHENSIVE PLAN PERIODIC UPDATE

- General Planning Element.
- Land Use Element.
- Housing Element.
- Community Character Element.
- Healthy Des Moines Element.

Staff Presentation: Community Development Manager Denise Lathrop

Community Development Manager Lathrop gave a power point presentation to Council.

No formal action was taken.

NEXT MEETING DATE

March 12, 2015

ADJOURNMENT

Motion made by Councilmember Nutting to adjourn; seconded by Mayor Pro Tem Pina.
The motion passed 7-0.

The meeting was adjourned at 9:28 p.m.

Respectfully Submitted,
Bonnie Wilkins
City Clerk

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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: 2015 Comprehensive Plan Periodic Update

FOR AGENDA OF: April 9, 2015

ATTACHMENTS:

1. Chapter 3 – Transportation Element
2. Chapter 4 – Conservation and Environment Element
3. Chapter 5 – Capital Facilities, Utilities and Public Services Element
4. Chapter 6 – Parks, Recreation and Open Space Element

DEPT. OF ORIGIN: Planning, Building and Public Works

DATE SUBMITTED: April 1, 2014

CLEARANCES:

[N/A] Legal _____
 [N/A] Finance _____
 [N/A] Economic Development _____
 [N/A] Marina _____
 [N/A] Parks, Recreation & Senior Services _____
 [X] Planning, Building & Public Works DJB
 [N/A] Police _____
 [N/A] Courts _____

NOTE:

Attachments 1-4 contain two documents for the subject Comprehensive Plan element being discussed:

1. A copy of the reorganized chapter with proposed amendments shown in track changes with staff comments in the margins that clarify why text is being deleted or moved; and
2. A copy of the revised chapter as it reads with the changes accepted.

APPROVED BY CITY MANAGER
FOR SUBMITTAL: 

Purpose and Recommendation

The purpose of this agenda item is to brief the City Council on the proposed updates to Chapter 3 – Transportation Element (see Attachment 1), Chapter 4 – Conservation Element (see Attachment 2), Chapter 5 – Capital Facilities, Utilities and Public Services Element (see Attachment 3), and Chapter 6 – Parks, Recreation and Open Space Element (see Attachment 4). Due to the interrelated nature of the Comprehensive Plan, changes to other elements of the plan that are currently being reviewed and revised may trigger additional changes to these elements.

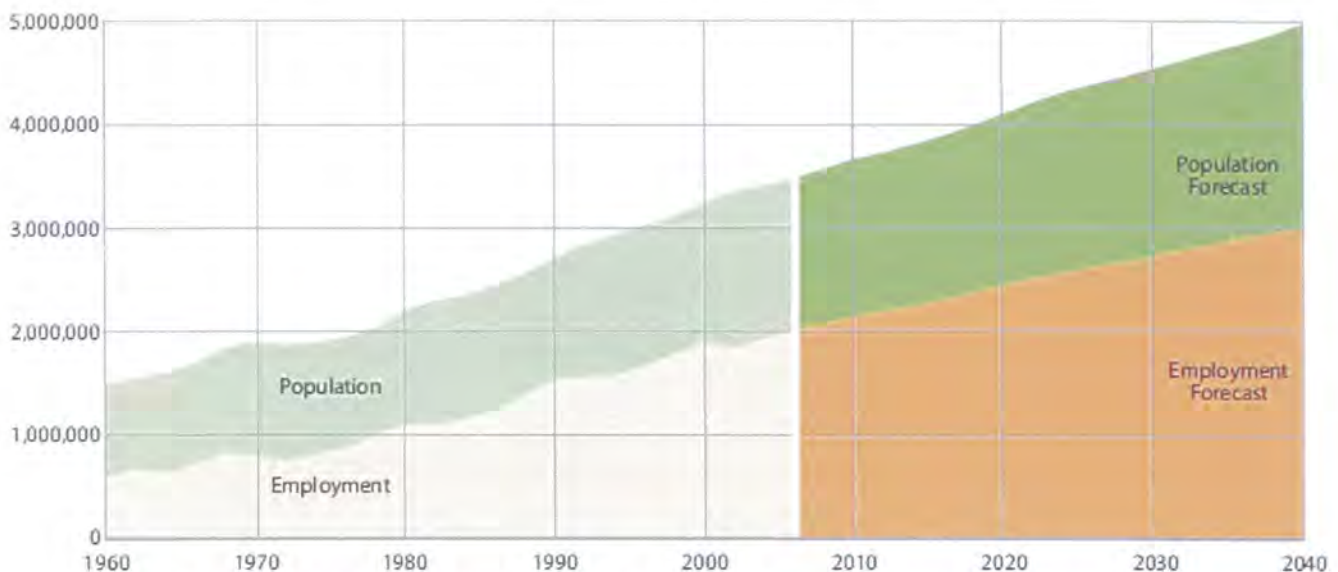
Council policy direction is requested regarding the proposed amendments to the background and context, goals, policies and implementation strategies of the subject elements.

Background

Des Moines' Comprehensive Plan is the City's official statement with respect to its vision for future growth and development. It identifies goals, policies, and strategies for maintaining the health, welfare, and quality of life of the Des Moines' residents. The Comprehensive Plan is comprised of individual elements addressing general planning, land use, transportation, conservation, capital facilities/utilities/public services, parks, recreation and open space, housing, community character, neighborhoods and public health.

The City is required to review and, if needed, update its comprehensive plan and development regulations to ensure compliance with the Washington State Growth Management Act (GMA), Chapter 36.70A RCW, by June 30, 2015 pursuant to RCW 36.70A.130. This periodic review and update is necessary to ensure that the City's comprehensive plan and development regulations reflect current laws, local needs and goals, and new data.

The need for the periodic update is also driven by the expected population and employment growth in the Puget Sound region which is expected to reach nearly five million people and three million jobs by 2040. King County is expected to receive the largest share of the region's forecast growth.



Source: Puget Sound Regional Council, Vision 2040, pg. 3, www.psrc.org

VISION 2040 establishes the Regional Growth Strategy that looks at how the region can distribute forecast growth, primarily within the designated urban growth area. In the *Regional Growth Strategy*, the region's landscape has been divided into seven types of geographies: Metropolitan Cities (five cities), Core Cities (14 cities), Larger Cities (18 cities, including Des Moines), Small Cities (46 cities), Unincorporated Urban Growth Areas, Rural Areas and Natural Resources Lands. These regional geographies provide a framework for the distribution of the region's forecast growth for the year 2040 while recognizing the roles of different types of cities in accommodating regional growth.

Larger Cities are expected to accommodate 14 percent of the region's population growth and 12 percent of its employment growth by the year 2040. This is an increased role compared to current adopted targets for the year 2025, which call for approximately 8 percent of regional population growth and 7

percent of regional employment growth to occur in Larger Cities (Vision 2040). Des Moines is expected to add another 3,000 households and 5,000 jobs to the City by 2040.

Cities and counties fully planning under the GMA must complete period update for their entire comprehensive plan and development regulations. Under the GMA, the Legislature established a schedule for when the periodic update is required to be complete. King County and its cities must complete their update by June 30, 2015.

There are four overall tasks counties and cities must take during the periodic update process that provides the framework for the City's work program:

1. ***Establish a public participation program.*** This task entails developing a plan that includes a schedule for steps in the update process to ensure the public is aware of the process and knows how they can participate. The program must provide for **early and continuous public participation** (RCW 36.70A.140). The program should clearly identify the scope of the review and identify when legislative action on the review and update component are proposed to occur. Counties and cities must ensure that **notice** of the update process is broadly and effectively disseminated (RCW 36.70A.035).
2. ***Review relevant plans and regulations.*** Evaluate whether there is a need to revise the urban growth area, comprehensive plan, or development regulations to ensure they are consistent with the GMA. The Department of Commerce periodic update checklists provide a concise summary of the GMA requirements. The checklists are a tool that enables the Counties and Cities to compare their comprehensive plan and regulations against the latest requirements, determine what needs to be reviewed in greater detail, and what may need to be added, deleted, and amended in plans and codes to maintain compliance with the act.

The GMA calls out a number of specific items that ***must*** be reviewed as part of the periodic update:

- Urban growth areas (UGAs), which by definition include all cities, to determine if the zoning as adequate capacity to accommodate the next twenty years of projected population and employment growth.
 - Critical area ordinances to ensure "best available science" (BAS) is included in development regulations to protect critical area functions and values.
 - Land use, housing, transportation and capital facilities elements and inventories as it relates to existing and projected needs.
3. ***Take legislative action.*** Adopt an ordinance or resolution finding that a review has occurred, and identifying revisions made or concluding that revisions were not needed.
 4. ***Submit notice to state.*** Send formal notice of intent to adopt to the state at least 60 days prior to taking legislative action. Send a copy of the signed adopted ordinance or resolution 10 days after final action.

Following is a summary of key milestones on the periodic update process to date:

January 9, 2014 – City Council was briefed on the scope and approach for the Comprehensive Plan periodic review and update:

- Establish a Public Participation Program
- Focus on land use, housing, transportation and capital facilities elements and inventories as it relates to existing and projected needs.

- Make minor updates to Conservation, Transportation, Parks, Recreation and Open Space, Marina District and Pacific Ridge Elements to reflect recent code or policy changes.
- Add an Economic Development Element and make related updates to other elements.
- Freshen up document format and include more photos and graphics.

October 23, 2014 – City Council was briefed on the proposed format and structure for the 2015 Comprehensive Plan that included the following:

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

As staff completes the review of each plan element, they will bring proposed changes through the Council committees then provide briefings to the full Council. Any new proposed goals, policies, or strategies will be shown in track changes.

To date, staff has briefed the City Council, the Public Safety and Transportation Committee, the Finance & Economic Development Committee, and the Environment Committee on updates to the Plan and plan elements: Transportation Element, Capital Facilities, Utilities and Public Services Element and Conservation Element. In addition, the Planning Division hosted a public open house on April 23, 2014 and an information booth at the Des Moines Waterfront Market on August 16, 2014 to provide opportunities for the public to provide input on the update. The on-line survey closed at the end of January 2015 and findings are being tabulated and summarized by University of Washington Student Nimotalai Azeez who is supporting our community outreach efforts as part of her senior capstone project.

December 4, 2014 – City Council was briefed on public outreach efforts via a project with the University of Washington’s Community, Environment and Planning (CEP 460) class during the Fall 2014 timeframe. Working with City staff, students developed a short survey aimed at engaging the City’s ethnic and minority populations to identify any issues, opportunities, and constraints facing these community members and to solicit their vision for Des Moines in 2035. Students developed outreach materials for and participate in two library tabling event. Results of the tabling events, community survey and open house feedback will be considered in conjunction with the Comprehensive Plan update.

January 8, 2015 – City Council was briefed on the new Economic Development Element of the Des Moines Comprehensive Plan and the schedule for reviewing other elements of the Plan. The Council docketed the new element to be included as part of the 2015 Comprehensive Plan amendments.

February 12, 2015 – The Council Finance and Economic Development Committee was briefed on proposed amendments to the new Chapter 1 – Introduction (formerly General Planning Element),

Chapter 2 – Land Use Element, Chapter 7 - Community Character Element (propose deleting), 8 - Housing Element and Chapter 12 - Healthy Des Moines Element. The Committee did not have specific comments on the new introductory chapter or proposed amendments to the goals, policies and strategies except where staff asked for input on the on policy questions related to the following issues with Council direction noted in bold typeface:

1. *Is it still the City's desire to adjusting irregular municipal boundaries when it is of benefit to the City of Des Moines?* (RE: General Plan Element Policy 1-03-09 and Strategy 1-04-04(9)). If supported, this strategy would be moved to the Land Use Element. **Yes.**
2. Proposed new Land Use Element Goal "LU 6 Nominate the City of Des Moines as a Regional Growth Center as defined by the Puget Sound Regional Council," and related policy and implementation. **The Committee requested that staff provide the criteria for and map of regional growth centers for full Council discussion.**
3. *Does the City want to continue to identify a target area for the development of housing affordable for people earning less than 80 percent of the median income (RE: Housing Element Policy 7-03-12)?* This policy was added in 2012 to support the funding requirements for the Sea Mar mixed use project. **F&EDC recommended removing this policy.**

Discussion

The purpose of this agenda item is to provide City Council the opportunity to provide feedback on staff proposed amendments to the following Comprehensive Plan elements:

- Chapter 3 – Transportation Element
- Chapter 4 – Conservation Element
- Chapter 5 – Capital Facilities, Utilities and Public Services Element
- Chapter 6 – Parks, Recreation and Open Space Element Chapter 12: Healthy Des Moines Element

For each of the chapters discussed, there have been significant changes to the background and context sections. These are working draft documents reflect input from the community as well as the Council Public Safety and Transportation Committee, Environment Committee and Municipal Facilities Committee and are subject to change pending further Council and community input. Some of these chapters have not been updated since 1995 while others have had minor updates as part of our annual Comprehensive Plan review and amendment process. Goals, policies, and/or strategies that are duplicative or have been modified, merged with others or deleted as noted in the margins. A number of goals, policies, and/or strategies were phrased as regulations and are currently addressed in the Des Moines Municipal Code or other State or Federal law, and have been deleted.

There is a lot of information to cover in a short timeframe; particularly given that what was intended as two year robust outreach and update process has been compressed into about a six month timeframe. Staff will work with the F&EDC to incorporate additions and edits into the plan. It would be most efficient use of staff time if individual Council members provide a consolidated set of questions and/or comments for staff to respond to or incorporate into the plan.

Each attachment contains two documents for the subject Comprehensive Plan element being discussed:

1. A copy of the reorganized chapter with proposed amendments shown in track changes and staff comments in the margins that clarify why text is being deleted or moved; and
2. A copy of the revised chapter as it reads with the changes accepted.

To facilitate the discussion staff will focus on the track changes version of the chapter. Policy questions that were discussed at the Council Committee meetings are highlighted in yellow and summarized below with the Committee recommendation in bold typeface.

Chapter 3: Transportation Element – This Element ensures that the City’s transportation system supports land uses envisioned by the Comprehensive Plan. The Transportation Element is supported by and inter-connected with many other elements of the Comprehensive Plan. In particular, the transportation system needs to be designed and sized appropriately to support the planned densities described in the Land Use Element. Des Moines’ transportation system is comprised of several features, including streets, sidewalks, bicycle facilities, trails, state highways, and King County Metro and Sound Transit public transit services. These components cross or overlap jurisdictional boundaries. Only minor revisions are proposed for the Transportation Element. The most significant change is the removal of the discussion and cross reference discussions as this level of detail is contained in the Comprehensive Transportation Plan.

On March 5, 2015, Staff briefed the Council Public Safety and Transportation Committee on proposed amendments to “*Chapter 3: Transportation Element*” of the Des Moines Comprehensive Plan. The Committee was asked to provide feedback on the Background and Context section of the document and to provide input on the following policy questions as summarized below with Council direction noted in bold typeface and reflected in the current working draft version of the Transportation Element:

1. Strategy TR 4.1.5 Support regional plans for high capacity transit (HCT) and opportunities that extend the regional transit system (including BRT and light rail) to provide convenient connections to Des Moines. (CTP TR 4.6)

Policy Question: Does the Committee want to modify this strategy? **No.**

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

Policy Question: Does the Committee want to modify this strategy? **Yes, as amended.**

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

Policy Question: Is this a strategy the Committee wants to remain in the Comp Plan? **No.**

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

Policy Question: Does the Committee want to modify this strategy? **No.**

Chapter 4: Conservation and Environment Element – This Element contains goals, policies and strategies aimed at environmental stewardship and protecting the City’s environmental assets, with particular emphasis on environmentally critical areas, shorelines, and surface and groundwater quality. The Background and Context section has been rewritten reflect a more concise description of our natural resource areas with references to other plans, technical reports and maps that provide detailed inventories. We have also consolidated the goals, policies, and implementation strategies. Duplicative have been modified, merged with others or deleted as noted in the margins. A number of goals,

policies, and/or strategies were phrased as regulations and are currently addressed in the Des Moines Municipal Code or other State or Federal law, and have been deleted.

On February 19, 2015, Staff briefed the Council Environment Committee on staff proposed amendments to “Chapter 4: Conservation Element” of the Des Moines Comprehensive Plan which is proposed to be renamed “Conservation and Environment Element.” The Committee was asked to provide feedback on the Background and Context section of the document and to provide input on the following policy questions as summarized below with Council direction noted in bold typeface:

1. Many cities in the region have signed onto climate change initiatives such as: *Conference of Mayor’s Climate Protection Agreement*, the *Cascade Agenda*, the *Green City Partnerships Program*, and the *King County Cities Climate Collaboration*.

Policy Question: Does the Committee want staff to develop goals/policies/strategies that relate to any of these programs? **No.**

2. As it relates to sustainability, many jurisdictions have stated goals, policies and implementation strategies that promote the use of sustainable site/building practices such as *Leadership in Energy and Environmental Design (LEED)*, *Built Green*, *Salmon Safe and Living Building Challenge*.

Policy Question: Does the Committee want staff to develop goals/policies/strategies that promote the use of sustainable site/building practices? **Yes.**

Chapter 5: Capital Facilities, Utilities and Public Services Element – The Growth Management Act (GMA) requires that communities plan for capital facilities to ensure there is an adequate level of facilities and services in place to support development at time of occupancy or use, that new development does not decrease level of service below locally established standards, and that the City and/or other service providers have the ability to pay for needed facilities.

GMA requires that the Capital Facilities Plan Element include an inventory of existing publicly owned capital facilities, a forecast of the future needs for new or expanded facilities, and a six-year capital facilities plan that identifies financing sources for the identified future facilities. In addition, demand for public services such as fire, police, schools and libraries must also be considered.

The City of Des Moines manages its own stormwater system, but all other utilities are owned and managed by others. Utility systems, include electrical, natural gas, telephone, cable, water, wastewater, and stormwater utilities. Staff has provided service providers’ Des Moines current population and employment forecasts for year 2035 and is still working to incorporate relevant updates to the Capital Facilities, Utilities and Public Services Element.

On March 26, 2015 the Council Municipal Facilities Committee discussed the Capital Facilities, Utilities and Public Services Element. No substantive changes to the element are proposed beyond updates from service providers, reorganization into the new document format, and minor edits to consolidate and align goals, policies and implementation strategies. The Committee concurred with the direction of the proposed changes and no additional edits were provided.

Chapter 6: Parks, Recreation and Open Space Element – The Parks, Recreation and Senior Services Division is in the process of updating the *Parks, Recreation and Senior Services Master Plan* which is expected to be complete in Fall 2015. Once complete, necessary updates to the corresponding Parks,

Recreation and Open Space Element will be docketed with annual Comprehensive Plan amendments in Fall 2015 (separate from 2015 Amendment process). The *Parks, Recreation and Open Space Element* has been reformatted, a new introduction added and the facility inventories removed with references to the Master Plan added.

On March 26, 2015, the Council Municipal Facilities Committee discussed the Parks, Recreation and Open Space Element update and concurred with Staff to docket any amendments following the adoption of the *Parks, Recreation and Senior Services Master Plan* update. Staff indicated that the Master Plan would be adding Human Services, Arts and Culture to the Master Plan.

Next Steps – Staff will be submitting proposed amendment to the Department of Commerce in conjunction with the 60-day notice of intent to adopt. Any additional changes or proposed amendments to these working draft documents that are provided via Council, staff or public comments will be incorporated for future discussion before Council at the Public Hearing stage. Any policy questions or issues that arise will be brought to Council for further direction prior to that time. In addition, pursuant to discussions with Washington Department of Commerce, staff will submit the amended chapters for their phased review of the Comprehensive Plan update.

Alternatives

Periodic review of the City's comprehensive plan and development regulations is a requirement of the GMA (Chapter 36.70A RCW). A jurisdiction that has missed an update deadline is also vulnerable to a "failure to act" petition for review to a Growth Management Hearings Board (or for partially-planning jurisdictions, to Superior Court).

If a local government has made significant progress on its update, but hasn't finished all needed revisions by their periodic update deadline, it would be prudent to take steps to demonstrate good faith and progress. Local jurisdictions may adopt a resolution that documents progress already made and sets a schedule for completing the update.

Financial Impact

Missing the periodic update deadline has immediate financial consequences. A county or city that has not completed the basic actions described above by the deadline set in the GMA will be ineligible to receive funds from the Public Works Trust Fund or the Centennial Clean Water account or to receive preference for other state grants and loans.

Recommendation or Conclusion

Staff requests Council input on the proposed amendments to the background, goals, policies and implementation strategies of the 2015 Comprehensive Plan Elements that are discussed above.

Concurrence

N/A

Chapter 3: Transportation Element

Track Changes Version

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CHAPTER 3: TRANSPORTATION ELEMENT

Background and Context

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

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

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

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

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

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

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

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

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

Figure 3-4 Safety and Operations Projects

Figure 3-5 Future Transit Network

Figure 3-6 Priority Pedestrian Network

Figure 3-7 Recommended Bicycle System

Figure 3-8 LOS Standards

The Future Transportation System

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

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

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

Comprehensive Transportation Plan (CTP)

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

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

The CTP was developed with the intent to preserve the quality of life for residents and to support a viable economic future for the City. The City Council and staff will use the CTP to make decisions regarding future transportation investments.

The CTP is consistent with the Land Use Element. The land use assumptions used in estimating travel demand are described in Chapter 4 of the CTP. The resulting growth in employment and housing are included in Figures 3-1 and 3-2 at the end of this Chapter. The City completed an inventory and evaluation of the existing transportation facilities and services and established level of service standards, and developed an estimate of the traffic impacts resulting from the growth assumptions. Specific actions and improvements necessary to accommodate the City's planned growth and meet the level of

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service standard were identified in the CTP. In compliance with the GMA, the CTP addresses traffic growth out to the year 2030 (more than the 10 year requirement). The CTP provides a financing plan, demand management strategies, and includes a pedestrian and bicycle component. The CTP which is developed for and reflects the values of the community was created in collaboration with stakeholders. The community outreach program provided a variety of forums for stakeholders to learn about the CTP and provide feedback to the City.

The policies and strategies in the Transportation Element of the City of Des Moines Comprehensive Plan are a summary of the CTP's findings, goals, and policies.

Level of Service Standard

The GMA requires the City to establish service levels for the street network and to provide a means for correcting current deficiencies and meeting future needs. The term "level of service" is used to define a way to measure the operational performance of a street or intersection. The level of service considers the perception by drivers in terms of speed, travel time, the freedom to maneuver, traffic interruptions and delays, and comfort and convenience.

The City uses the Level of Service (LOS) as defined in the Highway Capacity Manual (HCM). Supporting information on Level of Service can also be found in 'A Policy on Geometric Design of Highways and Streets' (commonly referred to as *The Green Book*) published by the American Association of State Highway and Transportation Officials (AASHTO).

The Level of Service Standard for the City of Des Moines (based on the AM or the PM peak hour) is LOS D, with exceptions for selected intersections along major arterials and in the Marina District, which may operate at LOS E or LOS F. Locations with a LOS F standard include the intersections of South 216th Street and Pacific Highway South, Kent Des Moines Road and Pacific Highway South, and Redondo Way and Redondo Beach Drive. Intersections with a LOS E standard include the Marina District intersections along 7th Avenue South and Marine View Drive between Des Moines Memorial Drive and Kent-Des Moines Road and the SR 99 intersections of South 220th Street/Pacific Highway South and South 224th Street/Pacific Highway South. In addition, all signalized intersections must not exceed an Xc of 1.0 using a 120 second cycle length. However, the intersection of Kent Des Road/Pacific Highway may operate at an Xc equal to 1.2 using a 150 second cycle length. The level of service standards are depicted in Figure 3.8.

Building the Transportation System

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

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

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

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

GOALS

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

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

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

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

3-03 *Transportation Goals by Category*

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

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

3-03-01 Transportation and Land Use

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

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

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

3-03-02 — Street System

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

DISCUSSION:

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

CROSS REFERENCE:

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

3-03-03 — Concurrency

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

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DISCUSSION:

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

CROSS-REFERENCE:

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

3-03-04 Public Transit

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

DISCUSSION:

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

~~However, unlike the street and non-motorized systems, the City does not directly provide transit service. Instead, the City must coordinate service expansions and changes with the region's two providers—Sound Transit and King County Metro. The City often works with other cities in South King County to lobby these providers for expanded service and better transit options for residents. Figure 3-5 recommends a set of transit improvements for the short term, mid-term, and long-term.~~

CROSS-REFERENCE:

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

3-03-05 Pedestrian and Bicycle Facilities

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

DISCUSSION:

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

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~~The vision for a future network of trails, sidewalks, bicycle lanes, and other improvements that will benefit all roadway users and the environment are shown in Figures 3-6 and 3-7.~~

~~The City plans to improve its pedestrian network, focusing first on basic provisions at locations of critical need, with longer term plans to construct additional pedestrian amenities. City's long term goal is to provide sidewalks and to take advantage of opportunities to provide interim walkways wherever possible.~~

~~Bikeways, like streets and sidewalks, are used by a wide range of people—children riding to school, commuters riding to work, people exercising, or touring. The recommended bicycle network meets the needs of these various user groups. The network shown in Figure 3-7 has recommended bike lanes (separate), bike routes (on streets shared with pedestrians and/or cars), and bike paths that are for non-motorized use only.~~

CROSS-REFERENCE:

~~Bicycle facilities, and accessible sidewalks and other pedestrian facilities provide safe connections to and from transit. (See Goal-TR 4)~~

~~3-03-06 ——— Parking~~

~~GOAL-TR 6: Establish parking strategies that support economic activity, transportation, circulation, and for existing and future land uses.~~

DISCUSSION:

~~The purpose of establishing parking strategies is to effectively balance the demand for parking with the supply. Parking issues in the City are generally focused around the Marina District, Highline Community College and Redondo, although there are some localized parking concerns within some neighborhoods. The addition of planned transit facilities, RapidRide, Link Light Rail, and potential passenger-only ferry service will could potentially create new parking issues and challenges near their stations. As the Marina District continues to develop, parking demand will grow as businesses, retail, and residences increase, leading to more competition for the limited supply of on-street parking. Parking management techniques will be needed to balance the employee, customer, visitor, and residential demand for the same on-street parking. The City may create and implement a parking program that minimizes on-street surface parking; encourages shared, clustered parking to reduce the total number of spaces needed; and considers reducing parking requirements for developments near transit stations/stops. The City could consider establishing minimum parking standards as regional and local transit service in the neighborhood improves and as light rail is provided in the city. has created some modifications to the off-street parking requirements based on industry guidelines and/or independent consultant study.~~

CROSS-REFERENCE:

~~The CTP identifies a set of strategies, a toolbox of the best practices in parking management (CTP Table 4-13), but as the complexity of the actions are considered, a detailed parking plan will provide the best actions for the community.~~

~~3-03-07 ——— Funding~~

~~GOAL-TR 7: Pursue funding for transportation improvements from all potential sources.~~

DISCUSSION:

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

WORKING DRAFT

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

CROSS-REFERENCE:

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

~~3-03-08 Environmental~~

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

DISCUSSION:

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

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

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

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

DISCUSSION:

~~The goals of TDM and the CTR Program are to reduce traffic congestion, air pollution, and fuel consumption by working with major employers to reduce drive alone commuting. Since the passage of the CTR Act in 1991 (incorporated into the Clean Air Act), Washington State has required cities like Des Moines to work on reducing trips by encouraging large employers to develop plans that motivate employees to commute in ways other than driving alone. The state and City goal is to obtain a 10 percent reduction of drive alone trips by 2011. By encouraging people to ride the bus, vanpool, carpool, walk, bike, work from home, or compress their workweek, the CTR program helps to make the transportation system work more efficiently. A higher proportion of trips made in high occupancy vehicles, or by walking or bicycling, or avoided altogether during the morning commute means reduced delay for everyone traveling on the system. Both the City and Highline Community College have developed programs to reduce the number of drive alone trips and these are reported in the City's CTR Plan adopted by the City in November 2008.~~

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

CROSS-REFERENCE:

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

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

3-04 — POLICIES AND IMPLEMENTATION STRATEGIES

3-04-01 Transportation and Land Use

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

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

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3-04-02 Street System

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

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

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- (2) TR 2.2 Provide convenient access to business districts and centers including management of traffic congestion. ~~(CTP TR 2.2)~~ Formatted: Indent: Left: 0", Hanging: 0.75", No bullets or numbering, Tab stops: Not at 0.63"
- TR 2.2.1 Consolidate access to properties along principal, minor, and collector arterials, where practical, to maximize the capacity of the street and reduce potential safety conflicts. (CTP TR 2.13)
- (3) TR 2.3 Provide a connected street network or grid pattern that distributes traffic over more streets providing people with more travel routes. ~~(CTP TR 2.3)~~ Formatted: Indent: Left: 0", Hanging: 0.75", No bullets or numbering, Tab stops: Not at 0.63"
- TR 2.3.1 Periodically monitor and evaluate traffic patterns to validate appropriate classifications within the street network.
- TR 2.3.2 Plan a street network that provides convenient access within and between neighborhoods. (CTP TR 2.10)
- TR 2.3.3 Require new development to build streets that connect with or will connect in the future with streets on adjacent developments providing access between neighborhoods. (CTP TR 2.11)
- (4) TR 2.4 Protect residential neighborhoods from overflow and cut through traffic through the City's Neighborhood Traffic Calming Program. ~~(CTP TR 2.4)~~ Formatted: Indent: Left: 0", Hanging: 0.75", No bullets or numbering, Tab stops: Not at 0.63"
- TR 2.4.1 Monitor traffic related concerns and implement strategies in the City's Neighborhood Traffic Calming Program where appropriate.
- TR 2.4.2 Monitor and identify traffic safety concerns, and implement potential corrective measures as necessary. (CTP TR 2.6)
- (5) TR 2.5 Provide opportunities for residents and business owners to give comments on Des Moines' transportation system. ~~(CTP TR 2.5)~~ Formatted: Indent: Left: 0", Hanging: 0.75", No bullets or numbering, Tab stops: Not at 0.63"
- TR 2.5.1 Establish and regularly update street design and construction standards. (CTP TR 2.7) Comment [d16]: This might be better as a strategy
- (6) TR 2.6 Preserve and maintain the existing streets and other transportation infrastructure. ~~(CTP TR 2.15)~~ Formatted: Indent: Left: 0", Hanging: 0.75", No bullets or numbering, Tab stops: Not at 0.63"
- TR 2.6.1 Monitor and identify traffic safety concerns, and implement potential corrective measures as necessary. (CTP TR 2.6)
- TR 2.6.2 Require new development to dedicate and improve abutting right-of-way as necessary to meet street design and construction standards. (CTP TR 2.12)
- (7) TR 2.7 The planned extension of State Route 509 to Interstate 5 is a key transportation facility for the City of Des Moines and its construction should be completed as soon as possible. Formatted: Indent: Left: 0", Hanging: 0.75", No bullets or numbering, Tab stops: Not at 0.63"
- TR 2.7.1 Comment [d17]: Need a supporting strategy
- 3-04-03 Concurrency** Formatted: Right: 0", Space Before: 12 pt, After: 3 pt, No bullets or numbering, Don't adjust space between Latin and Asian text
- ~~To support new growth and achieve adopted level of service standards on the City's transportation network (Goal TR 3):~~
- (1) TR 3.1 Maintain level of service (LOS) standards that provide for growth and maintain mobility on the existing transportation system. ~~(CTP TR 3.1)~~ Formatted: Indent: Left: 0", Hanging: 0.75", No bullets or numbering, Tab stops: Not at 0.63"

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

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

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- TR 3.2.1 Require developers to analyze traffic impacts associated with development proposals, and require improvements as necessary to mitigate impacts, concurrent with the development.
- TR 3.2.2 Establish procedures and standards for Traffic Impact Studies.

3-04-04 Public Transit

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

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

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

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

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

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

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

- TR 4.1.5 Support regional plans for high capacity transit (HCT) and opportunities that extend the regional transit system (including BRT and light rail) to provide convenient connections to Des Moines. ~~(CTP TR 4.6)~~

- TR 4.1.6 Investigate the passenger-only ferry demonstration project and require connecting shuttles to area park-and-ride lots and the Marina District. ~~(CTP TR 4.7)~~

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

Comment [dl9]: PS&T Amendment.

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

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

Comment [dl10]: PS&T Amendment

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

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

3-04-05 Pedestrian and Bicycle Facilities

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

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

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TR 5.1.1 -Promote multi-modal facilities and services within walking/bicycling distances of residential and commercial developments. Constructing sidewalks and walkways within pedestrian corridors that link neighborhoods to schools, parks, transit routes, and businesses is a high priority. Provide bicycle parking at key transit hubs and activity centers in Des Moines. (CTP TR 5.2)

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

Comment [dl11]: PS&T Amendment

TR 5.2.1 Require all new roadway construction, reconstruction, or widening projects to include sidewalks. Street maintenance activities, including pavement overlays should provide upgrades for curb ramps. (CTP TR 5.3)

TR 5.2.2 Enhance the attractiveness of the Marina District as a pedestrian environment using features such as benches, landscaping, lighting, drinking fountains, bicycle racks, and public art. (CTP TR 5.4)

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

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

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

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

TR 5.3.1 Work with the Kent, Federal Way and Highline School Districts as well as neighborhood associations to support programs that encourage walking and bicycling to local schools. (CTP TR 5.5)

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

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

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

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3-04-06 Parking

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

- (1) TR 6.1 Require new development in the Marina District to provide a sufficient number of parking spaces either on-site or in a shared parking structure. ~~(CTP TR 6.1)~~

TR 6.1.1 Develop a detailed parking plan.

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

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

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

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

TR 6.2.4 Consider flexible and innovative parking solutions and strategies.

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

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

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3-04-07 Funding

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

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

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

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

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

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

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

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

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- (3) TR 7.3 Evaluate traffic generated by new development and require off-site improvements to the transportation system that are needed to maintain adopted level of service standards. *(CTP TR 7.6)*

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TR 7.3.1

Comment [d114]: Need a supporting strategy.

- (4) TR 7.4 Emphasize investments for the preservation and maintenance of the City's existing transportation facilities. Seek funding from a variety of sources and consider pursuing new opportunities for street maintenance revenue. *(CTP TR 7.8)*

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TR 7.4.1

Comment [d115]: Need a supporting strategy.

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

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TR 7.5.1

Comment [d116]: Need a supporting strategy.

3-04-08 Environmental

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

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

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

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

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

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

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

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

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

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

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

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

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- TR 9.1 Use transportation demand management (TDM) strategies to reduce single-occupant vehicle travel and encourage alternative modes of travel. These strategies include parking management, individualized marketing, ridesharing and support of non-motorized travel. (CTP TR 9.1)
- TR 9.1.1 Work with employers to provide commute trip reduction (CTR) measures in the work place that promote alternatives to driving alone. Encourage businesses to minimize peak hour commuting through the use of strategies such as flextime and telecommuting. (CTP TR 9.2)
- TR 9.1.2 Encourage new commercial development to implement measures that promote greater use of transit, carpools, van pools, and bicycles, and increase opportunities for physical activity. (CTP TR 9.3)
- TR 9.1.3 Coordinate and optimize traffic signal systems to minimize delay and congestion, and maximize the use of existing transportation system capacity.

3-07 FIGURES

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

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

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

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

~~Figure 3-5 Future Transit Network~~

~~Figure 3-6 Priority Pedestrian Network~~

~~Figure 3-7 Recommended Bicycle System~~

~~Figure 3-8 LOS Standards~~

Comment [dl17]: Figures are referenced in the Background and Context section.

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Chapter 3: Transportation Element

Changes Accepted Version

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CHAPTER 3: TRANSPORTATION ELEMENT

BACKGROUND AND CONTEXT

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

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

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

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

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

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

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

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

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

Figure 3-4 Safety and Operations Projects

Figure 3-5 Future Transit Network

Figure 3-6 Priority Pedestrian Network

Figure 3-7 Recommended Bicycle System

Figure 3-8 LOS Standards

The Future Transportation System

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

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

Comprehensive Transportation Plan (CTP)

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

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

The CTP was developed with the intent to preserve the quality of life for residents and to support a viable economic future for the City. The City Council and staff will use the CTP to make decisions regarding future transportation investments.

The CTP is consistent with the Land Use Element. The land use assumptions used in estimating travel demand are described in Chapter 4 of the CTP. The resulting growth in employment and housing are included in Figures 3-1 and 3-2 at the end of this Chapter. The City completed an inventory and evaluation of the existing transportation facilities and services and established level of service standards, and developed an estimate of the traffic impacts resulting from the growth assumptions. Specific actions and improvements necessary to accommodate the City's planned growth and meet the level of service standard were identified in the CTP. In compliance with the GMA, the CTP addresses traffic

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growth out to the year 2030 (more than the 10 year requirement). The CTP provides a financing plan, demand management strategies, and includes a pedestrian and bicycle component. The CTP which is developed for and reflects the values of the community was created in collaboration with stakeholders. The community outreach program provided a variety of forums for stakeholders to learn about the CTP and provide feedback to the City.

The policies and strategies in the Transportation Element of the City of Des Moines Comprehensive Plan are a summary of the CTP's findings, goals, and policies.

Level of Service Standard

The GMA requires the City to establish service levels for the street network and to provide a means for correcting current deficiencies and meeting future needs. The term "level of service" is used to define a way to measure the operational performance of a street or intersection. The level of service considers the perception by drivers in terms of speed, travel time, the freedom to maneuver, traffic interruptions and delays, and comfort and convenience.

The City uses the Level of Service (LOS) as defined in the Highway Capacity Manual (HCM). Supporting information on Level of Service can also be found in 'A Policy on Geometric Design of Highways and Streets' (commonly referred to as *The Green Book*) published by the American Association of State Highway and Transportation Officials (AASHTO).

The Level of Service Standard for the City of Des Moines (based on the AM or the PM peak hour) is LOS D, with exceptions for selected intersections along major arterials and in the Marina District, which may operate at LOS E or LOS F. Locations with a LOS F standard include the intersections of South 216th Street and Pacific Highway South, Kent Des Moines Road and Pacific Highway South, and Redondo Way and Redondo Beach Drive. Intersections with a LOS E standard include the Marina District intersections along 7th Avenue South and Marine View Drive between Des Moines Memorial Drive and Kent-Des Moines Road and the SR 99 intersections of South 220th Street/Pacific Highway South and South 224th Street/Pacific Highway South. In addition, all signalized intersections must not exceed an Xc of 1.0 using a 120 second cycle length. However, the intersection of Kent Des Road/Pacific Highway may operate at an Xc equal to 1.2 using a 150 second cycle length. The level of service standards are depicted in Figure 3.8.

Building the Transportation System

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

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

Alternative transportation strategies requiring lower capital investment and maximizing the capacity of the existing system also need to become a viable component of the network. The Des Moines CTP identifies alternative modes (transit, bicycling, walking) as demand management strategies, and carpooling, changes in work schedules, and parking fees as important components that have historically have been underutilized.

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GOALS

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

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

POLICIES AND IMPLEMENTATION STRATEGIES

Transportation and Land Use

- TR 1.1** Build a street network that connects to the regional transportation system and to the local street networks in adjacent communities.
 - TR 1.1.1** Prepare and maintain a computerized model of the existing local, state, and regional network, existing traffic levels and levels of service on the network, and projected traffic growth.
 - TR 1.1.2** Coordinate with neighboring cities on local street network improvements that cross jurisdictional boundaries.
- TR 1.2** Ensure consistency between land use and the transportation plan so that transportation facilities are compatible with the type and intensity of land uses
 - TR 1.2.1** Maintain traffic forecasts for at least 10 years based on land use assumptions.
 - TR 1.2.2** Prepare and maintain a database of various traffic data including traffic volumes, truck traffic volumes, and turning movement counts.
 - TR 1.2.3** Prepare updates to the CTP approximately every five years to ensure that the most recent land use assumptions are reflected in the CTP.
- TR 1.3** Transportation system design shall be based on the most current City of Des Moines Transportation data and analysis as compiled in the CTP. Transportation assumptions in the

WORKING DRAFT

CTP shall reflect the most recent land use assumptions and shall be updated at intervals between five and ten years.

TR 1.3.1

- TR 1.4 Consider multi-modal transportation options by providing enhancements to the roadside (widened shoulders and sidewalk where feasible) with connections to civic facilities, recreation areas, education institutions, employment centers, and shopping.

TR 1.4.1

Street System

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

TR 2.1.1 Design and build the street network according to their desired classification.

TR 2.1.2 To the extent possible, maintain the street network within their desired classifications.

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

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

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

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

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

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

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

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

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

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

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

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

WORKING DRAFT

- TR 2.6.1 Monitor and identify traffic safety concerns, and implement potential corrective measures as necessary. (CTP TR 2.6)
- TR 2.6.2 Require new development to dedicate and improve abutting right-of-way as necessary to meet street design and construction standards. (CTP TR 2.12)
- TR 2.7 The planned extension of State Route 509 to Interstate 5 is a key transportation facility for the City of Des Moines and its construction should be completed as soon as possible.
- TR 2.7.1

Concurrency

- TR 3.1 Maintain level of service (LOS) standards that provide for growth and maintain mobility on the existing transportation system.
 - TR 3.1.1 Develop and adopt concurrency ordinances in support of the GMA.
 - TR 3.1.2 Periodically monitor intersection level of service to verify assumptions within the CTP.
 - TR 3.1.3 Using the transportation model and the CTP, identify and prioritize improvements to the street network so that the adopted LOS standard is met.
- TR 3.2 Deny approval if a proposed development will cause the LOS to fall below the City's adopted LOS standards, unless the developer makes improvements to mitigate the impacts, concurrent with the development.
 - TR 3.2.1 Require developers to analyze traffic impacts associated with development proposals, and require improvements as necessary to mitigate impacts, concurrent with the development.
 - TR 3.2.2 Establish procedures and standards for Traffic Impact Studies.

Public Transit

- TR 4.1 Promote transit use and support programs that improve transit coverage and service within Des Moines.
 - TR 4.1.1 Encourage King County Metro and Sound Transit to expand the number of transit routes serving Des Moines and to increase the frequency and span of service on existing routes. (CTP TR 4.2)
 - TR 4.1.2 Encourage developments to provide convenient pedestrian access to transit stops from new commercial, multifamily, and single family subdivisions. Developments should incorporate facilities, such as transit shelters, bus pullouts, internal circulation paths and landing areas that foster transit ridership. (CTP TR 4.3)
 - TR 4.1.3 Support plans by other agencies to construct park-and-ride lots that are convenient for Des Moines' residents. (CTP TR 4.4)
 - TR 4.1.4 Support increased transit service to park-and-ride lots and major transfer points. (CTP TR 4.5)
 - TR 4.1.5 Support regional plans for high capacity transit (HCT) and opportunities that extend the regional transit system (including BRT and light rail) to provide convenient connections to Des Moines. (CTP TR 4.6)

WORKING DRAFT

- TR 4.1.6 Investigate the passenger-only ferry demonstration project and require connecting shuttles to area park-and-ride lots and the Marina District. *(CTP TR 4.7)*
- TR 4.1.7 Support Sound Transit light rail (LRT) station in the Midway area on Pacific Highway South. *(CTP TR 4.8)*
- TR 4.1.8 Support frequent local service linking Downtown, Des Moines businesses and Highline College with HCT on Pacific Highway South. *(CTP TR 4.9)*
- TR 4.1.9 Work with Sound Transit on station area planning for Midway and South 272nd Street stations. *(CTP TR 4.11)*
- TR 4.1.10 Coordinate with the City of Kent for the Midway subarea. *(CTP TR 4.12)*

Pedestrian and Bicycle Facilities

- TR 5.1 Build a non-motorized transportation network to provide safe pedestrian and bicycle movement.
 - TR 5.1.1 Promote multi-modal facilities and services within walking/bicycling distances of residential and commercial developments. Constructing sidewalks and walkways within pedestrian corridors that link neighborhoods to schools, parks, transit routes, and businesses is a high priority. Provide bicycle parking at key transit hubs and activity centers in Des Moines. *(CTP TR 5.2)*
- TR 5.2 Prioritize pedestrian and bicycle improvements that provide access to schools, parks and other public buildings. Provide bicycle amenities at schools, parks, and other public buildings. *(CTP TR 5.10)*
 - TR 5.2.1 Require all new roadway construction, reconstruction, or widening projects to include sidewalks. Street maintenance activities, including pavement overlays should provide upgrades for curb ramps. *(CTP TR 5.3)*
 - TR 5.2.2 Enhance the attractiveness of the Marina District as a pedestrian environment using features such as benches, landscaping, lighting, drinking fountains, bicycle racks, and public art. *(CTP TR 5.4)*
 - TR 5.2.3 Require new or redeveloping properties to design and build sidewalks along property frontage. *(CTP TR 5.9)*
- TR 5.3 Support "Safe Routes to School" programs and education campaigns on traffic, bicycle and pedestrian safety in consultation with school districts.
 - TR 5.3.1 Work with the Kent, Federal Way and Highline School Districts as well as neighborhood associations to support programs that encourage walking and bicycling to local schools. *(CTP TR 5.5)*
 - TR 5.3.2 Design pedestrian crossings consistent with standards in regard to crosswalks, lighting, median refuges, corner sidewalk widening, ramps, signs, signals and landscaping. *(CTP TR 5.6)*
 - TR 5.3.3 Provide a bicycle network that supports the use of bicycles as a means of general transportation as well as recreational activity. Construct new streets with sufficient width to allow for bicycling on identified bicycle corridors. *(CTP TR 5.7)*

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

Parking

- TR 6.1 Require new development in the Marina District to provide a sufficient number of parking spaces either on-site or in a shared parking structure.
- TR 6.1.1 Develop a detailed parking plan.
- TR 6.2 Restrict or limit parking on principle arterials with the exception of Marine View Drive in the Marina District.
- TR 6.2.1 Provide short term on-street parking unless prevented by right-of-way limitations or unique neighborhood characteristics. *(CTP TR 6.3)*
- TR 6.2.2 Establish street design and construction standards to accommodate on-street parking where feasible.
- TR 6.2.3 Set and enforce parking limits to address parking concerns in neighborhoods. *(CTP TR 6.4)*
- TR 6.2.4 Consider flexible and innovative parking solutions and strategies.
- TR 6.2.5 Consider off-street parking requirement modifications when supported by parking demand data.

Funding

- TR 7.1 Seek funding for projects in the Transportation Improvement Program (TIP).
- TR 7.1.1 Coordinate with other jurisdictions to fund transportation improvements and participate in joint efforts that improve inter-jurisdictional facilities and achieve economies of scale on similar projects. *(CTP TR 7.3)*
- TR 7.1.2 Partner with neighboring cities or regional transit agencies/providers in order to improve state and federal funding opportunities. *(CTP TR 7.4)*
- TR 7.2 Allocate resources to the CIP and TIP in the following ranked priority: 1) safety enhancements; 2) preservation, maintenance and operation of existing facilities; 3) capacity improvements; 4) projects that improve multiple modes while taking full advantage of funding opportunities as they arise.
- TR 7.2.1 Prepare a multi-year financing plan for right-of-way acquisition and transportation improvements. *(CTP TR 7.5)*
- TR 7.2.2 Prepare estimates of the cost to acquire needed right-of-way and to construct needed transportation improvements.
- TR 7.2.3 Maintain a transportation impact fee system that equitably and proportionately charges new development for identified growth related improvements to the transportation system. *(CTP TR 7.7)*
- TR 7.3 Evaluate traffic generated by new development and require off-site improvements to the transportation system that are needed to maintain adopted level of service standards.
- TR 7.3.1

WORKING DRAFT

TR 7.4 Emphasize investments for the preservation and maintenance of the City's existing transportation facilities. Seek funding from a variety of sources and consider pursuing new opportunities for street maintenance revenue. *(CTP TR 7.8)*

TR 7.4.1

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

TR 7.5.1

Environmental

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

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

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

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

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

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

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

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

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

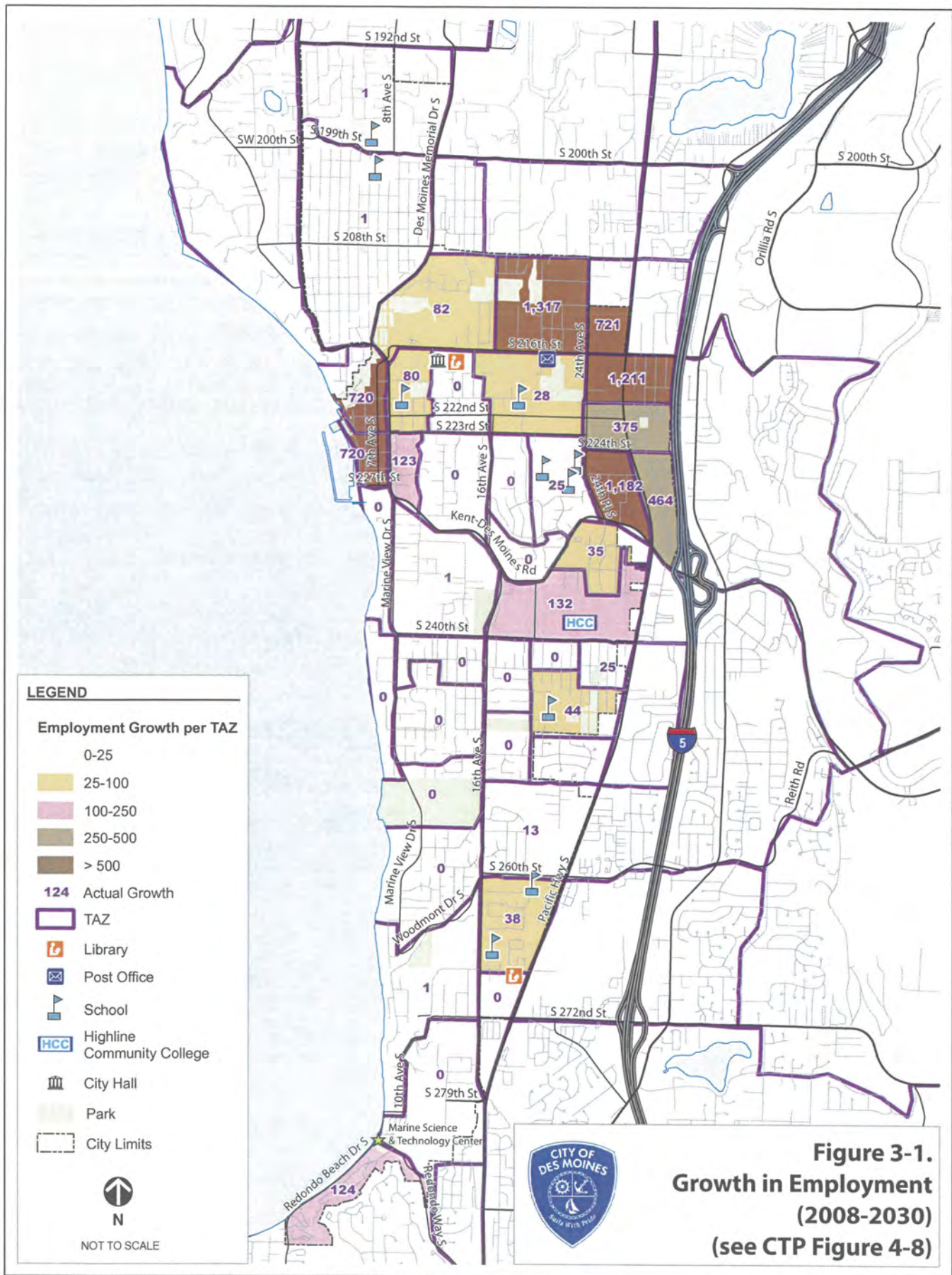
Transportation Strategies for Sustainability

TR 9.1 Use transportation demand management (TDM) strategies to reduce single-occupant vehicle travel and encourage alternative modes of travel. These strategies include parking management, individualized marketing, ridesharing and support of non-motorized travel. *(CTP TR 9.1)*

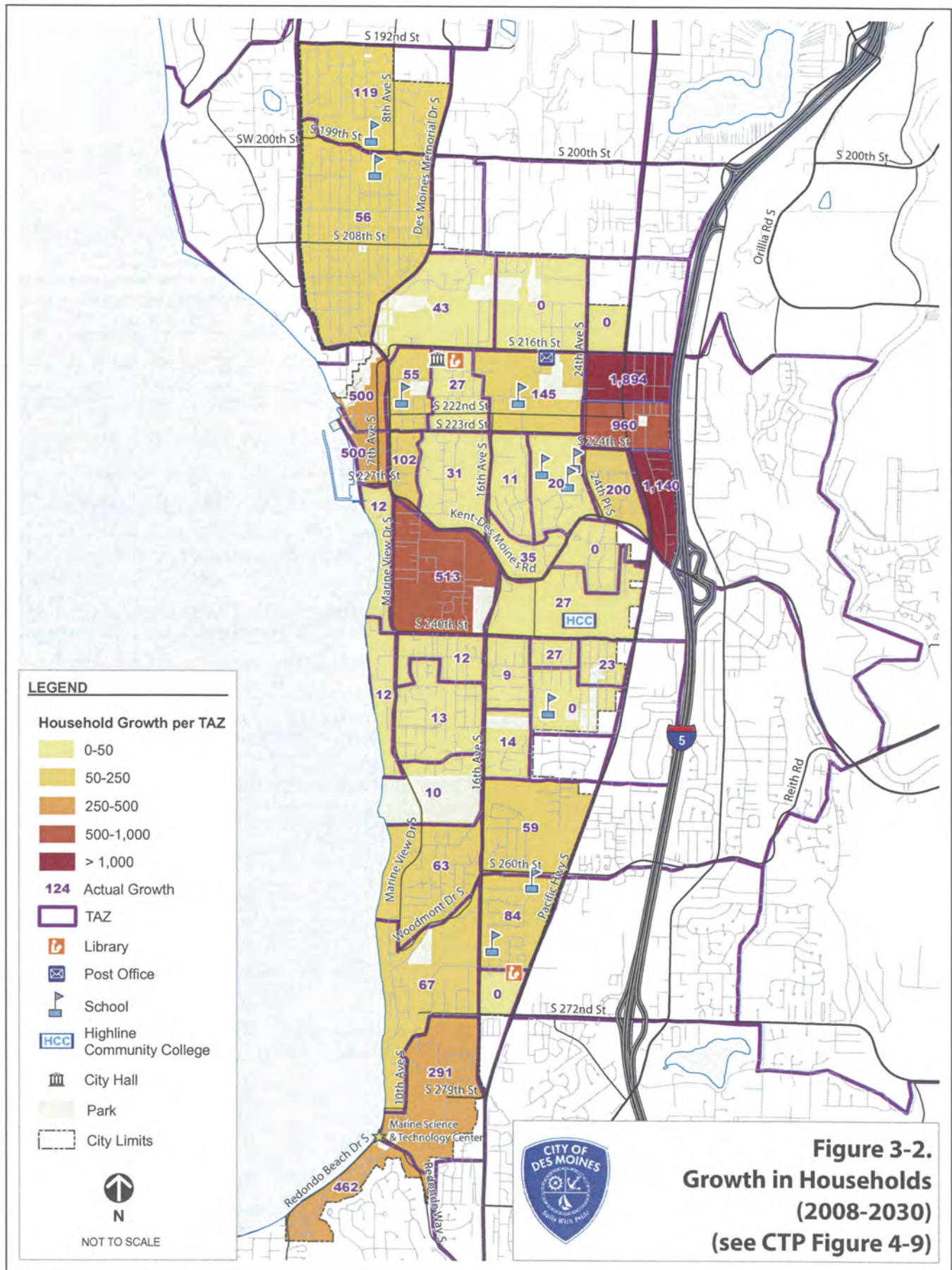
TR 9.1.1 Work with employers to provide commute trip reduction (CTR) measures in the work place that promote alternatives to driving alone. Encourage businesses to minimize peak hour commuting through the use of strategies such as flextime and telecommuting. *(CTP TR 9.2)*

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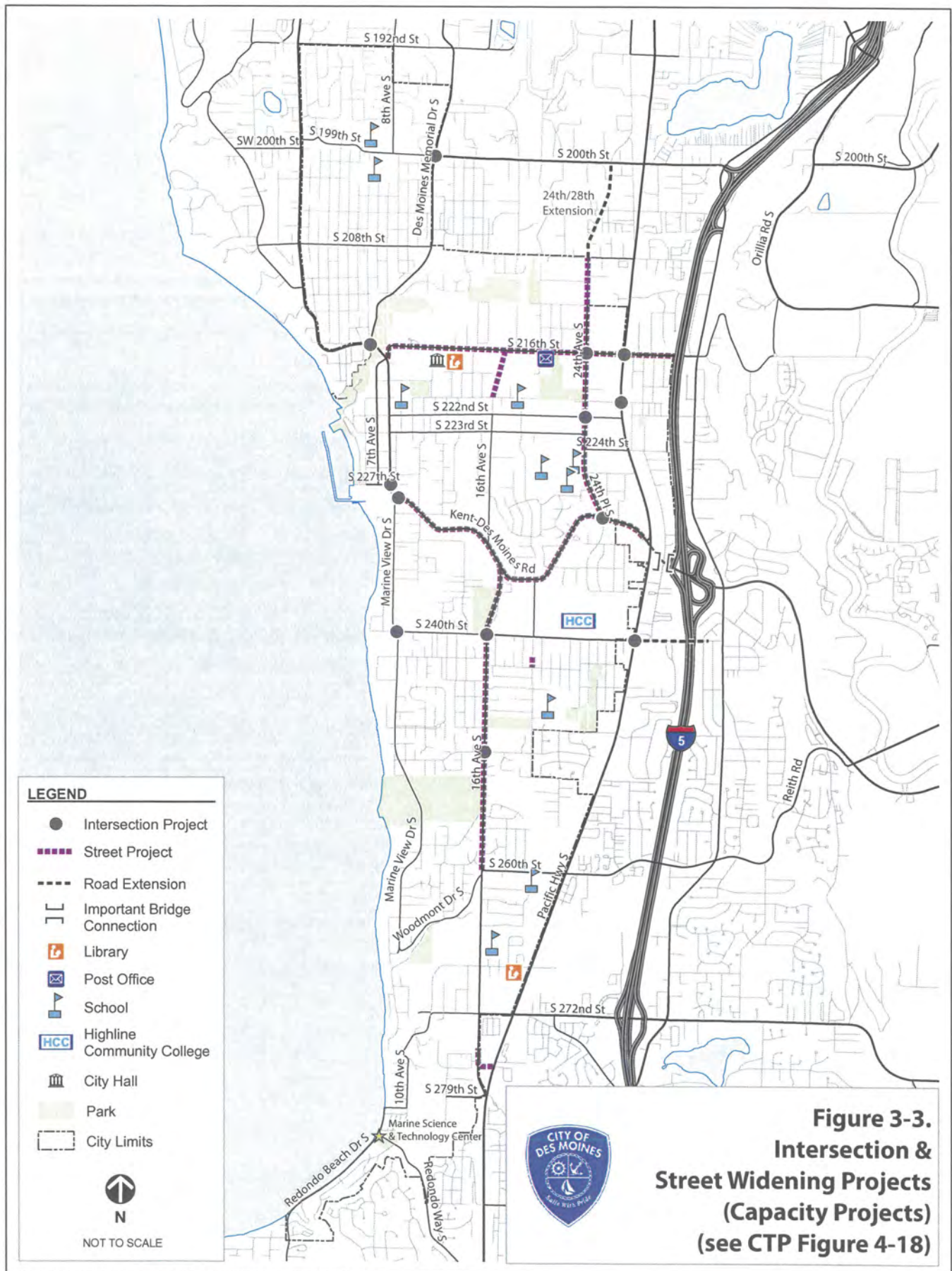
- TR 9.1.2 Encourage new commercial development to implement measures that promote greater use of transit, carpools, van pools, and bicycles, and increase opportunities for physical activity. *(CTP TR 9.3)*
- TR 9.1.3 Coordinate and optimize traffic signal systems to minimize delay and congestion, and maximize the use of existing transportation system capacity.

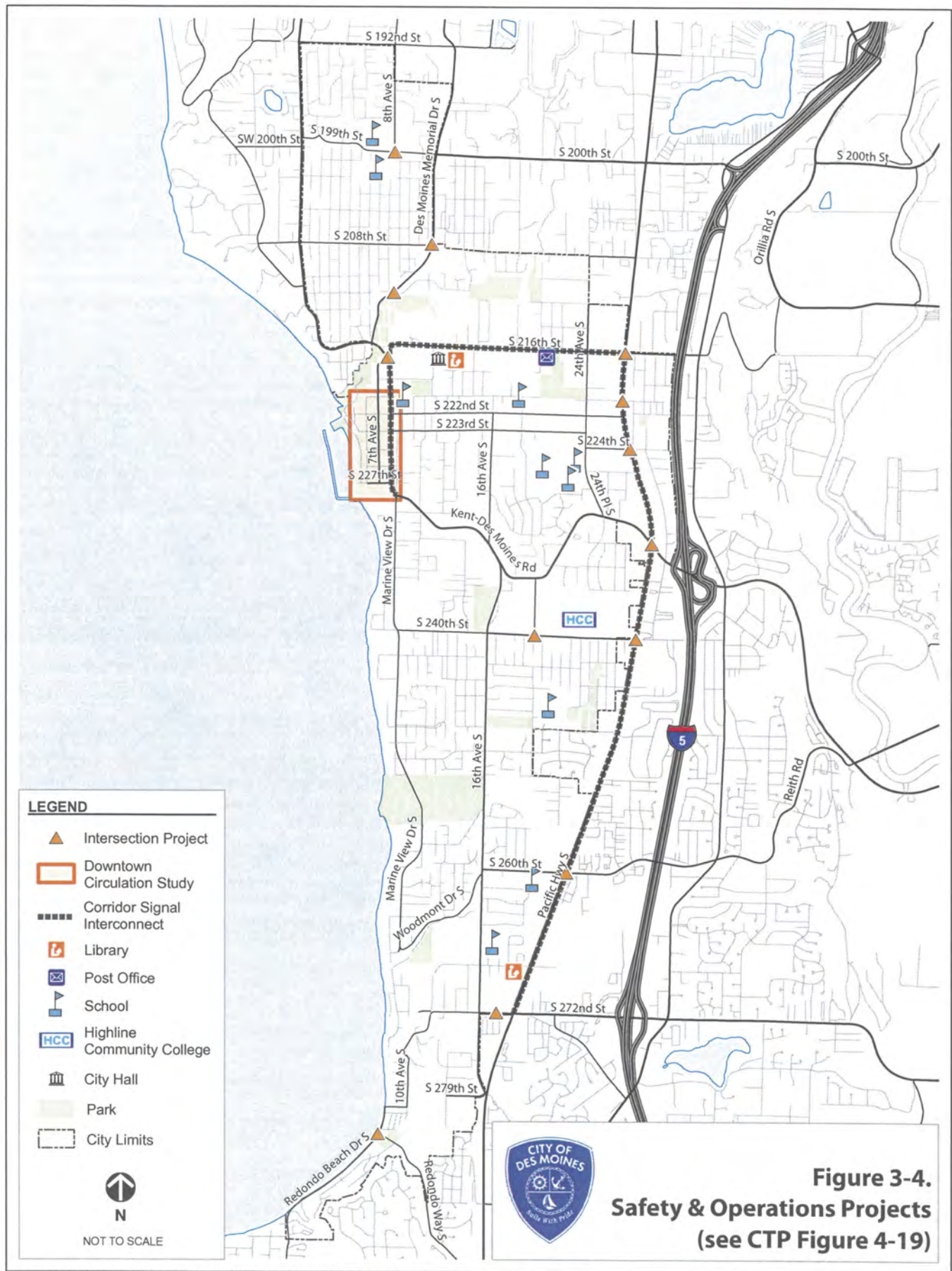


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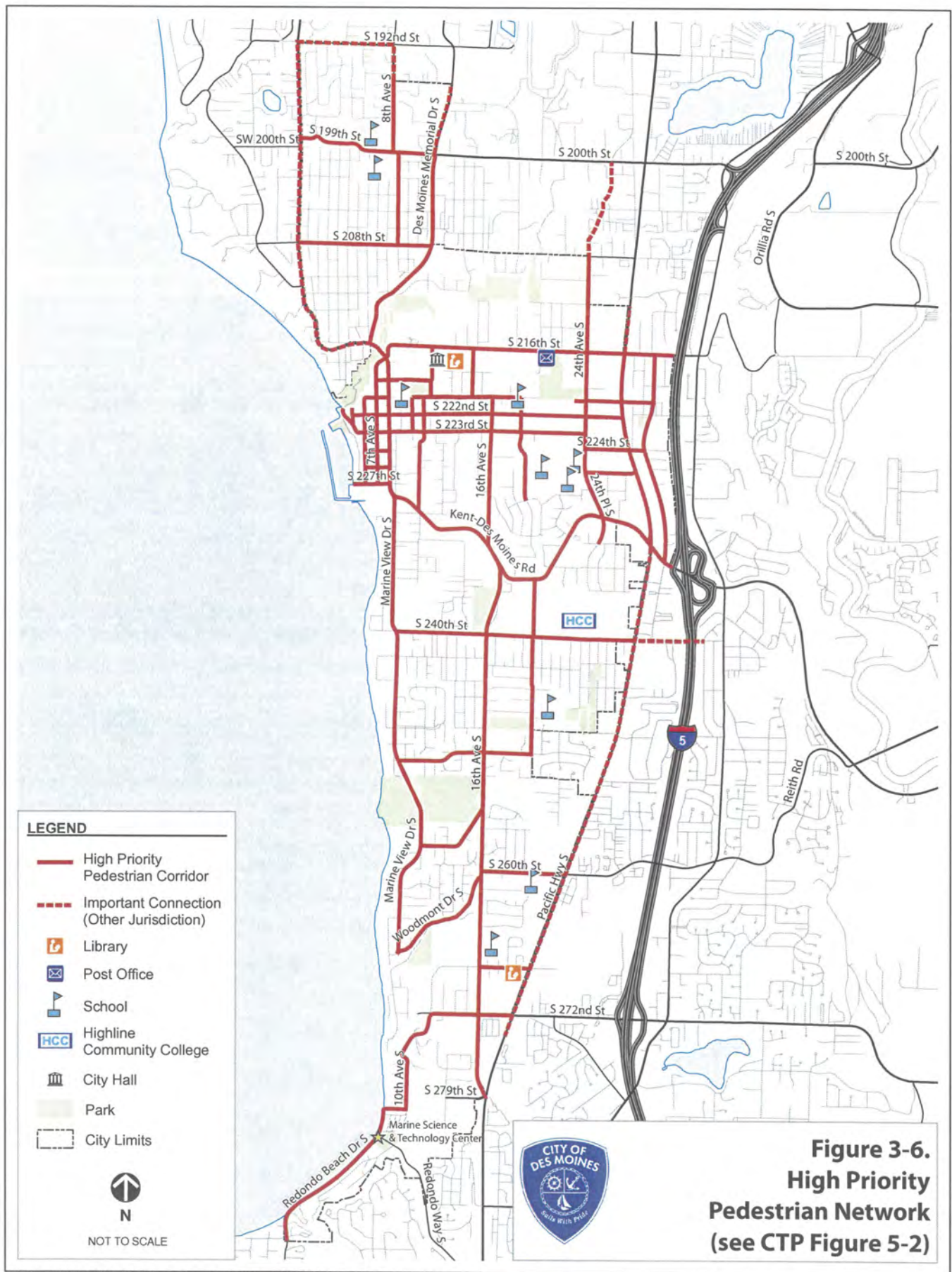




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Chapter 4: Conservation and Environment Element

Track Changes Version

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CHAPTER 4: CONSERVATION AND ENVIRONMENT ELEMENT

BACKGROUND AND CONTEXT

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

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

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

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

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

Figure 4-1 Slope and Topography

Figure 4-2 Drainage Basins

Figure 4-3 Wetlands and Surface Water

Figure 4-4 Geologically Hazardous Areas

Figure 4-5 Fish and Wildlife Habitat Conservation Areas

Figure 4-6 Critical Aquifer Recharge Areas

Figure 4-7 Frequently Flooded Areas

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

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

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

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

~~Sound planning, best management practices,, best available science (BAS), wise purchases, and application of technology can assist in protecting the remaining natural resource base from further loss or degradation, and can restore or improve the previously lost or degraded natural resource base. Both individually and interacting as a whole, natural resources provide the essential elements for human life. Moreover, they provide valuable functions to the City of Des Moines, including: control of flooding, surface water runoff, erosion, and sedimentation; groundwater and aquifer recharge; soil and geologic stability; air and water cleansing; and habitat for flora and fauna.~~

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

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

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

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

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

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

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

4-02-13 State Law (RCW 35.27.370) grants the City of Des Moines specific authority to prevent and abate the pollution of surface water inside and outside the City and to enact ordinances that contain enforcement provisions.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GOALS

CE 1

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

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

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

Comment [dl1]: New goal

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

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

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

Comment [NCP2]: New goal proposed

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

Comment [NCP3]: New proposed goal.

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

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

Comment [NCP4]: New proposed goal

POLICIES AND IMPLEMENTATION STRATEGIES

Conservation Planning

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

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

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

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

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

Comment [dl5]: Addressed in CE 1.1.3.

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- CE 1.1.4 ~~4-03-05~~ Explore approaches to regulations and procedures that streamline the permit review process for development in or near shorelines and critical areas.
- CE 1.1.5 ~~4-03-06~~ Balance social, economic, and environmental goals to land use planning activities.
- CE 1.2 ~~4-03-03~~ Include "best available science" when reviewing, revising, or developing policies and ~~development~~ regulations to protect the functions and values of critical areas, giving special consideration to the protection of anadromous fisheries.
- ~~4-02-02(12) BAS is information that (1) state or federal natural resource agencies have determined represents the best available science, (2) was derived from consultation with qualified scientific expert(s), as defined in WAC 365-195-905, or (3) was produced through a valid scientific process. A valid scientific process should have the following characteristics, as defined in WAC 365-195-905: peer review, methods, logical conclusions and reasonable inferences, quantitative analysis, context, and references.~~
- CE 1.2.1 ~~4-04-02(15)~~ Document, ~~on the record~~, the use of BAS and instances when non-scientific information was used in-lieu-of BAS during the process of developing policies and regulations to protect critical areas and anadromous fisheries. Documentation should include the relevant sources of BAS. Documentation should also include the rational for using information that departs from BAS, identify potential risks to the functions and values of the critical areas, and any additional measures to mitigate such risk. ~~was used as a basis for critical areas policies and regulations.~~

Comment [dl6]: Added to Background section.

Environmentally Critical Areas

- CE 2.1 ~~4-03-02~~ Review and revise the City's Critical Areas Ordinance, on or before June 30, 2015, and every eight years thereafter at least every five years, to ensure protection of the ecological functions and values of critical areas from cumulative adverse environmental impacts; and to ensure compliance with the requirements of the Growth Management Act.
- ~~4-04-02(2) Develop and update regulations on development in wetlands and streams, and require an undevelopable buffer of preferably native vegetation adjacent to them that is adequate in size to preserve the natural and beneficial values served by wetlands and streams.~~
- CE 2.1.1 Designate and protect critical areas using "best available science" (BAS) pursuant to RCW 36.70A.172 and WAC 365-195-900 through 365-195-925.
- CE 2.2 ~~4-04-01(8)~~ ~~Maintain and enforce development regulations and a permitting system to~~ ~~p~~Prevent the destruction of critical areas including wetlands, areas with a critical recharging affect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.
- CE 2.2.1 ~~4-04-02(5)~~ Regulate development on bluffs and ravine sidewalls, ~~and require a buffer of undisturbed native vegetation adjacent to them that is adequate in size~~ to insure human safety, health and welfare and to restore and preserve other functions served by bluffs and ravines.

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- CE 2.2.2 ~~4-04-02(6) Restrict~~ Limit development proposals and land disturbance on potentially unstable land, such as ~~areas with~~ erosion, landslide, and seismic hazards ~~areas~~, to insure safety and conformity with existing natural constraints.
- CE 2.2.3 ~~4-04-02(7)~~ Seek public acquisition of environmentally critical areas that have outstanding valuable natural functions and aesthetic assets.
- ~~4-04-02(8) Administer and enforce adopted land use regulations that protect environmentally critical areas from the impacts of adjacent land uses.~~
- CE 2.2.4 ~~4-04-02(9)~~ Require the issuance of a permit and critical area review by the City prior to any construction or land disturbing activity that would occur in, ~~be or~~ adjacent to, or would likely affect a critical area. ~~A permit would be required because the functions and values of unique critical areas can be severely damaged by improper refuse dumping, clearing, grading, filling, and construction.~~
- CE 2.2.5 ~~4-04-02(13)~~ Where valid or complete scientific information is not available, the City shall take a precautionary or no risk approach, in which development and land use activities are strictly limited until the uncertainty is sufficiently resolved (as stated in WAC 365-195-920). As an interim approach the City should take an effective adaptive management approach, where the results of land use decisions are scientifically evaluated as to their impacts on critical areas.
- CE 2.3 ~~4-03-23~~ Ensure that stream and wetland buffers ~~beare~~ beare of adequate size to protect critical wildlife species and habitat.
- CE 2.3.1 Identify and delineate wetlands and their boundaries pursuant to in accordance with the approved federal wetland delineation manual and applicable regional supplements (WAC 173-22-035).
- CE 2.4 ~~4-03-08~~ Promote the preservation of native vegetation and mature trees, revegetation, and appropriate landscaping to improve air and water quality and fish and wildlife habitat.
- CE 2.4.1 ~~4-04-01(5)~~ Regulate and plan land use and condition development proposals in ways that protect mature trees, native vegetation, stream flow, fish and wildlife habitat, groundwater recharge, and air quality, as well as natural topographic, geologic, and hydrologic features.
- ~~4-04-02(14) Take measures to control noise pollution and reduce noise impacts.~~
- CE 2.5 ~~4-04-02(14)~~ Strive to ~~be~~ balance the City's goals of protecting environmentally critical areas with the other social, cultural, and economic goals of the City of Des Moines Comprehensive Plan.
- ~~4-04-05(11) The City of Des Moines shall maintain a map of Critical Areas.~~

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

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

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

Comment [NCP9]: Moved from strategies section

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

Shorelines

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

- 3.1.1 ~~4-04-03(1)~~ The *Des Moines Shoreline Master Program* (SMP) update was provisionally passed by the City Council Resolution No. 1122 on April 8, 2011. As provided by Chapter 18.90 DMMC, the SMP is incorporated as one chapter of the Des Moines Zoning-Environment Code (Title ~~18-16~~ DMMC).

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

Water Management

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

- CE 4.1.1 ~~that will:~~ ~~4-04-05(1) Develop~~ implement the surface water management program to:

1. Enhance water quality and control flooding;
2. Effectively use and maintain existing drainage facilities that provide fish and wildlife habitat;
3. Satisfy all regulatory requirements and compliance schedules; and
4. Identify and fund capital improvements.

- CE 4.1.2 ~~4-04-05(2)~~ Require that development proposals maintain surface water runoff rate, volume, and quality at pre-development levels. Where watershed studies show that the impacts of urbanization are significant, additional measures should be implemented to attenuate drainage problems posed by these impacts.

- CE 4.1.3 ~~4-04-05(3)~~ Protect and improve surface and ground water quality by requiring development proposals to implement best management practices and other available technology for controlling point and non-point sources of pollution.

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

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- CE 4.1.5 ~~4-04-05(4) (part)~~ Grading and construction activities shall implement erosion control Best Management Practices and other development controls as necessary to reduce sediment and pollution discharge from construction sites to minimal levels.
- ~~4-04-05(5) Require that development proposals contain measures to control on-site soil erosion and off-site sediment transport during and after construction through the use of best management practices and other available erosion and sedimentation control technology.~~
- CE 4.1.6 ~~4-04-05(7)~~ Work with the Washington State Department of Ecology to implement the programs of the Puget Sound Water Quality Management Plan.
- ~~CE 3.1.8 4-04-05(8) As authorized by the laws of State of Washington (such as RCW 35.24.280), act to prevent and fine any person or private or public entity causing pollution of surface waters flowing through or into the City of Des Moines from up to five miles from its corporate limits.~~
- CE 4.2 ~~4-03-09~~ Regulate significant land clearing, grading, and filling to minimize the area, time, and slope length of exposed soils, and to reduce on-site erosion and off-site sediment transport.
- CE 4.2.1 ~~4-03-09 (part)~~ Prohibit any Limit significant clearing, grading, or filling operations prior to drainage and erosion/sedimentation plan approval and implementation.
- CE 4.3 ~~4-03-17~~ Undertake all necessary actions to protect the quality of surface water bodies located in the city.
- CE 4.3.1 ~~4-04-05(13) In order to To~~ ensure the quality of surface water and protect the health and welfare of its citizens; ~~the City of Des Moines will:~~
1. ~~Establish~~ a program to monitor surface water quality within its boundaries and encourage neighboring jurisdictions to implement similar monitoring programs.
 2. Develop plans, programs and regulations, in cooperation with other jurisdictions, to manage the surface waters of the City.
 3. Work with other jurisdictions to develop a watershed approach to surface water management that includes implementation of Best Management Practices and public education initiatives.
 4. ~~4-04-05(9) Establish and/or maintain enforcement mechanisms that may be used to prevent or stop contamination to surface water quality~~
- CE 4.4 ~~4-03-18~~ Reduce flooding, erosion, and sedimentation; prevent and mitigate habitat loss; enhance ground water recharge; and prevent water quality degradation.
- CE 4.4.1 ~~4-03-18 (part)~~ The surface waters of the City of Des Moines should be managed through plans, programs and regulations developed by the City of Des Moines in cooperation with affected jurisdictions.

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

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

Comment [NCP12]: Moved from strategies

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CE 4.4.2	4-04-05(6) Take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains.	
CE 4.5	4-03-19 Manage surface water using a watershed approach, with responsibility shared among the City of Des Moines and affected jurisdictions. Emphasize educational programs and implementation of Best Management Practices to reduce pollution entering surface waters. To protect, improve, and sustain ground water quality and quantity through best management practices, and sound innovative environmental management.	Comment [dl13]: Addressed in CE 4.1.1 and CE 9.1.3 Comment [NCP14]: Formerly a goal. Moved to policy section.
CE 4.5.1	4-04-05(12) Protect the quality and quantity of groundwater by: 1. Assisting during with the implementation of the South King County Groundwater Management Plan. 2. Implement, as appropriate, Wellhead Protection Programs in conjunction with adjacent jurisdictions and ground water purveyors. 3. Encourage or Require use of Best Management Practices for new development recommended by the South King County Groundwater Management Plan. 4. Refine land use and critical areas regulations, as appropriate, to protect critical aquifer recharge areas. 5. <u>Identify innovative stormwater techniques that protect groundwater from contamination and pollution.</u>	Comment [NCP15]: Proposed new policy
Fish and Wildlife		
CE 5.1	4-03-20 Consistent with land use density objectives, Strive to maintain the existing diversity of species and habitat in the City and maintain a quality environment that includes fish and wildlife habitats that support the greatest diversity of native species.	
CE 5.1.1	4-04-01(9) Continue to Designate, map, and protect habitat networks throughout the City of Des Moines from significant adverse environmental impacts.	
CE 5.2	4-03-25 Work with adjacent jurisdictions and state federal and tribal governments during land use plan development review to identify and protect habitat networks at jurisdictional boundaries. 4-03-16 Require review and permit approval before construction activity is allowed to occur within, adjacent to, or likely would affect an environmentally critical area.	Comment [NCP16]: Repetitive.
CE 5.2.1	4-03-21 Protect and preserve habitat for species that have been identified as endangered, threatened, or sensitive by the state or federal government, or as priority species or priority habitats by the County.	
CE 5.2.2	4-04-01 (11) Conservation or protection measures necessary to preserve or enhance anadromous fisheries include measures that protect habitat important for all life stages of anadromous fish, including, but not limited to, spawning and incubation, juvenile rearing and adult residence, juvenile migration downstream	

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

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

Comment [NCP17]: Repetitive

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

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

Comment [NCP18]: Moved from policy section

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

Comment [NCP19]: Proposed new strategy.

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

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

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

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

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

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

Comment [NCP20]: No longer relevant.

Solid and Hazardous Waste Management

- CE 6.1 ~~4-03-12~~ Manage solid and hazardous wastes in a manner that results in waste reduction, prevents land, air, and water pollution, and conserves natural resources.
- CE 6.1.1 ~~4-04-04(1)~~ Prepare, implement, and monitor a waste reduction and recycling plan consistent with State of Washington law and the King County Comprehensive Solid Waste Management Plan.
- CE 6.1.2 ~~4-04-04(2)~~ Prepare, implement, and monitor a hazardous waste management plan consistent with State of Washington law and the Local Hazardous Waste Management Plan for Seattle-King County.

Energy

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

Air

- CE 8.1 Protect clean air for present and future generations.
- CE 8.1.1 Support federal, state and regional clean air policies in cooperation with the Puget Sound Clean Air Agency and the Puget Sound Regional Council. ~~4-04-06(1) Require that air pollution generated from all land uses be restricted to federal and state ambient air pollution standards. Restrict air pollution generated from solid fuel burning devices and open burning to state emission standards, curtailment rules, and fuel restrictions.~~
- CE 8.1.2 Strive for high air quality through coordinated land use and transportation planning and management.
- CE 8.1.3 Support regional efforts to develop electric vehicle infrastructure, such as charging stations.
- CE 8.1.4 Implement measures to reduce the amount of air-borne particulates such as:
 1. Continuing street sweeping.

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

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

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

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

CE 8.1.6 ~~4-04-06(2)~~ Require all developments to include landscaping improvements using trees, shrubs, and ground covers. Undertake measures to ensure the survival and good health of trees and plants.

Education and Outreach

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

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

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

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

Comment [dl23]: Addressed in CE 4.1.1

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Chapter 4: Conservation and Environment Element

Changes Accepted Version

CHAPTER 4: CONSERVATION AND ENVIRONMENT ELEMENT

BACKGROUND AND CONTEXT

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

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

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

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

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

Figure 4-1 Slope and Topography

Figure 4-2 Drainage Basins

Figure 4-3 Wetlands and Surface Water

Figure 4-4 Geologically Hazardous Areas

Figure 4-5 Fish and Wildlife Habitat Conservation Areas

Figure 4-6 Critical Aquifer Recharge Areas

Figure 4-7 Frequently Flooded Areas

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

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

GOALS

- CE 1** *Protect, improve, and sustain environmental quality through best management practices and the use of best available science.*
- CE 2** *Protect environmentally critical areas from damage caused by encroachment and development.*
- CE 3** *Maintain and monitor a shoreline master program, consistent with state law, to enhance and protect the quality of the shoreline environment consistent with the best available science.*
- CE 4** *Prevent flooding, erosion, sedimentation, water quality, and habitat degradation, and to protect, restore, and enhance all surface waters.*
- CE 5** *Protect fish and wildlife species and habitats with emphasis on those identified as endangered, threatened, or sensitive by the State and Federal governments.*
- CE 6** *Maintain a solid waste system that bases its primary means of solid waste disposal on the principles of reduction, reuse, and recycling.*
- CE 7** *Promote the conservation of energy in the location and design of public and private development.*
- CE8** *Protect air quality to maintain a healthy environment for current and future generations.*
- CE 9** *Educate the community on how to improve Des Moines’s natural environment.*

POLICIES AND IMPLEMENTATION STRATEGIES

Conservation Planning

- CE 1.1 Plan and encourage sound management of natural resources – land, air, water, vegetation, fish, wildlife, and energy – considering entire watersheds and regional influences.
 - CE 1.1.1 Prepare studies of Des Moines area watersheds, identifying environmental problems and short-term and long-term means for solving the problems.
 - CE 1.1.2 Identify and rank capital improvement and land acquisition projects that can prevent flooding, protect surface and ground water quality, stabilize hillsides, and protect, restore, and enhance fish and wildlife habitat.
 - CE 1.1.3 Regulate public and private development proposals in ways to insure that the valuable functions of natural resources are preserved, restored, or improved.
 - CE 1.1.4 Explore approaches to regulations and procedures that streamline the permit review process for development in or near shorelines and critical areas.
 - CE 1.1.5 Balance social, economic, and environmental goals to land use planning activities.
- CE 1.2 Include “best available science” when reviewing, revising, or developing policies and regulations to protect the functions and values of critical areas, giving special consideration to the protection of anadromous fisheries.
 - CE 1.2.1 Document the use of BAS and instances when non-scientific information was used in-lieu-of BAS during the process of developing policies and regulations to protect critical areas and anadromous fisheries. Documentation should include the relevant sources of BAS. Documentation should also include the rationale for using information that departs from BAS, identify potential risks to the functions and values of the critical areas, and any additional measures to mitigate such risk.

Environmentally Critical Areas

- CE 2.1 Review and revise the City’s Critical Areas Ordinance, on or before June 30, 2015, and every eight years thereafter to ensure protection of the ecological functions and values of critical areas from cumulative adverse environmental impacts; and to ensure compliance with the requirements of the Growth Management Act.
 - CE 2.1.1 Designate and protect critical areas using “best available science” (BAS) pursuant to RCW 36.70A.172 and WAC 365-195-900 through 365-195-925.
- CE 2.2 Prevent the destruction of critical areas including wetlands, areas with a critical recharging affect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.

- CE 2.2.1 Regulate development on bluffs and ravine sidewalls to insure human safety, health and welfare and to restore and preserve other functions served by bluffs and ravines.
- CE 2.2.2 Limit development proposals and land disturbance on potentially unstable land, such as erosion, landslide, and seismic hazard areas, to insure safety and conformity with existing natural constraints.
- CE 2.2.3 Seek public acquisition of environmentally critical areas that have outstanding valuable natural functions and aesthetic assets.
- CE 2.2.4 Require the issuance of a permit and critical area review by the City prior to any construction or land disturbing activity that would occur in or adjacent to, or would likely affect a critical area.
- CE 2.2.5 Where valid or complete scientific information is not available, the City shall take a precautionary or no risk approach, in which development and land use activities are strictly limited until the uncertainty is sufficiently resolved (as stated in WAC 365-195-920). As an interim approach the City should take an effective adaptive management approach, where the results of land use decisions are scientifically evaluated as to their impacts on critical areas.
- CE 2.3 Ensure that stream and wetland buffers are of adequate size to protect critical wildlife species and habitat.
 - CE 2.3.1 Identify and delineate wetlands and their boundaries pursuant to in accordance with the approved federal wetland delineation manual and applicable regional supplements (WAC 173-22-035).
- CE 2.4 Promote the preservation of native vegetation and mature trees, revegetation, and appropriate landscaping to improve air and water quality and fish and wildlife habitat.
 - CE 2.4.1 Regulate and plan land use and condition development proposals in ways that protect mature trees, native vegetation, stream flow, fish and wildlife habitat, groundwater recharge, and air quality, as well as natural topographic, geologic, and hydrologic features.
- CE 2.5 Balance the City's goals of protecting environmentally critical areas with the other social, cultural, and economic goals of the City of Des Moines Comprehensive Plan.
 - CE 2.5.1 Identify environmentally critical areas and implement performance standards and development regulations for any proposed developments within or adjacent to them.

Shorelines

- CE 3.1 Provide protections for critical areas within shorelines, as designated by the City's Shoreline Management Program. Review and revise the City's Shoreline Management

Program, at least every five years to ensure protection of the ecological functions and values of shorelines from cumulative adverse environmental impacts, and to ensure compliance with the requirements of the Growth Management Act.

- 3.1.1 The *Des Moines Shoreline Master Program* (SMP) update was provisionally passed by the City Council Resolution No. 1122 on April 8, 2011. As provided by Chapter 18.90 DMMC, the SMP is incorporated as one chapter of the Des Moines Environment Code (Title 16 DMMC).
- 3.1.2 Maintain and monitor the Shoreline Master Program to control and regulate development in the shoreline area.

Water Management

- CE 4.1 Analyze the chain of environmental impacts from public and private development proposals in context of the whole watershed. Approve, condition, restrict, or deny development proposals based upon accurate and well-documented environmental information.
 - CE 4.1.1 Implement the surface water management program to:
 - 1. Enhance water quality and control flooding;
 - 2. Effectively use and maintain existing drainage facilities that provide fish and wildlife habitat;
 - 3. Satisfy all regulatory requirements and compliance schedules; and
 - 4. Identify and fund capital improvements.
 - CE 4.1.2 Require that development proposals maintain surface water runoff rate, volume, and quality at pre-development levels.
 - CE 4.1.3 Protect and improve surface and ground water quality by requiring development proposals to implement best management practices and other available technology for controlling point and non-point sources of pollution.
 - CE 4.1.4 Promote ground water infiltration and minimize surface water runoff by requiring development proposals to limit impervious surfaces.
 - CE 4.1.5 Grading and construction activities shall implement erosion control Best Management Practices and other development controls as necessary to reduce sediment and pollution discharge from construction sites to minimal levels.
 - CE 4.1.6 Work with the Washington State Department of Ecology to implement the programs of the Puget Sound Water Quality Management Plan.
- CE 4.2 Regulate significant land clearing, grading, and filling to minimize the area, time, and slope length of exposed soils, and to reduce on-site erosion and off-site sediment transport.
 - CE 4.2.1 Limit significant clearing, grading, or filling operations prior to drainage and erosion/sedimentation plan approval and implementation.

- CE 4.3 Undertake all necessary actions to protect the quality of surface water bodies located in the city.
- CE 4.3.1 To ensure the quality of surface water and protect the health and welfare of citizens:
1. Establish a program to monitor surface water quality within its boundaries and encourage neighboring jurisdictions to implement similar monitoring programs.
 2. Develop plans, programs and regulations, in cooperation with other jurisdictions, to manage the surface waters of the City.
 3. Work with other jurisdictions to develop a watershed approach to surface water management that includes implementation of Best Management Practices and public education initiatives.
 4. Establish and/or maintain enforcement mechanisms that may be used to prevent or stop contamination to surface water quality
- CE 4.4 Reduce flooding, erosion, and sedimentation; prevent and mitigate habitat loss; enhance ground water recharge; and prevent water quality degradation.
- CE 4.4.1 The surface waters of the City of Des Moines should be managed through plans, programs and regulations developed by the City of Des Moines in cooperation with affected jurisdictions.
- CE 4.4.2 Take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains.
- CE 4.5 Protect, improve, and sustain ground water quality and quantity through best management practices, and sound innovative environmental management.
- CE 4.5.1 Protect the quality and quantity of groundwater by:
1. Assist with the implementation of the South King County Groundwater Management Plan.
 2. Implement, as appropriate, Wellhead Protection Programs in conjunction with adjacent jurisdictions and ground water purveyors.
 3. Require use of Best Management Practices for new development recommended by the South King County Groundwater Management Plan.
 4. Refine land use and critical areas regulations, as appropriate, to protect critical aquifer recharge areas.
 5. Identify innovative stormwater techniques that protect groundwater from contamination and pollution.

Fish and Wildlife

- CE 5.1 Strive to maintain the existing diversity of species and habitat in the City and maintain a quality environment that includes fish and wildlife habitats that support the greatest diversity of native species.
- CE 5.1.1 Continue to designate, map, and protect habitat networks throughout the City of Des Moines from significant adverse environmental impacts.
- CE 5.2 Work with adjacent jurisdictions and state federal and tribal governments during land use plan development review to identify and protect habitat networks at jurisdictional boundaries.
- CE 5.2.1 Protect and preserve habitat for species that have been identified as endangered, threatened, or sensitive by the state or federal government, or as priority species or priority habitats by the County.
- CE 5.2.2 Conservation or protection measures necessary to preserve or enhance anadromous fisheries include measures that protect habitat important for all life stages of anadromous fish, including, but not limited to, spawning and incubation, juvenile rearing and adult residence, juvenile migration downstream to the sea, and adult migration upstream to spawning areas. Special consideration should be given to habitat protection measures based on the best available science relevant to stream flows, water quality and temperature, spawning substrates, instream structural diversity, migratory access, estuary and nearshore marine habitat quality, and the maintenance of salmon prey species. Conservation or protection measures can include the adoption of interim actions and long-term strategies to protect and enhance fisheries resources.
- CE 5.2.3 Encourage the integration of native plant communities and wildlife habitats with other land uses where possible. Encourage or require that development protect wildlife habitat through site design and landscaping.
- CE 5.2.4 Provide technical assistance, education, and information to citizens and groups wishing to install wildlife enhancement projects. Encourage public demonstration projects that show the range of possibilities for integration of wildlife into a variety of land uses. Consider demonstration projects done jointly by the City and a private landowner or organization.
- CE 5.2.5 Be a good steward of public lands and integrate fish and wildlife habitat into capital improvement projects when practicable.
- CE 5.2.6 Preserve native vegetation in parks and other publicly owned lands in the design and construction of new public facilities.

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

CE 5.3.1 Designate and protect fish and wildlife habitat conservation areas including:

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

CE 5.3.2 The City of Des Moines shall evaluate programs and regulations to determine their effectiveness in contributing to ESA listed species conservation and recovery, and shall update and enhance programs and plans where appropriate including evaluation of the Zoning Code, the Critical Areas Ordinance, the Shoreline Master Program, the clearing and grading regulations, the landscaping regulations, best management practices for vegetation management and use of insecticides, herbicides and fungicides. The City of Des Moines shall amend these regulations, plans and best management practices to enhance their effectiveness in protecting and restoring salmonid habitat.

Solid and Hazardous Waste Management

CE 6.1 Manage solid and hazardous wastes in a manner that results in waste reduction, prevents land, air, and water pollution, and conserves natural resources.

CE 6.1.1 Prepare, implement, and monitor a waste reduction and recycling plan consistent with State of Washington law and the King County Comprehensive Solid Waste Management Plan.

CE 6.1.2 Prepare, implement, and monitor a hazardous waste management plan consistent with State of Washington law and the Local Hazardous Waste Management Plan for Seattle-King County.

Energy

CE 7.1 Regulate land uses to conserve all forms of energy.

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

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

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

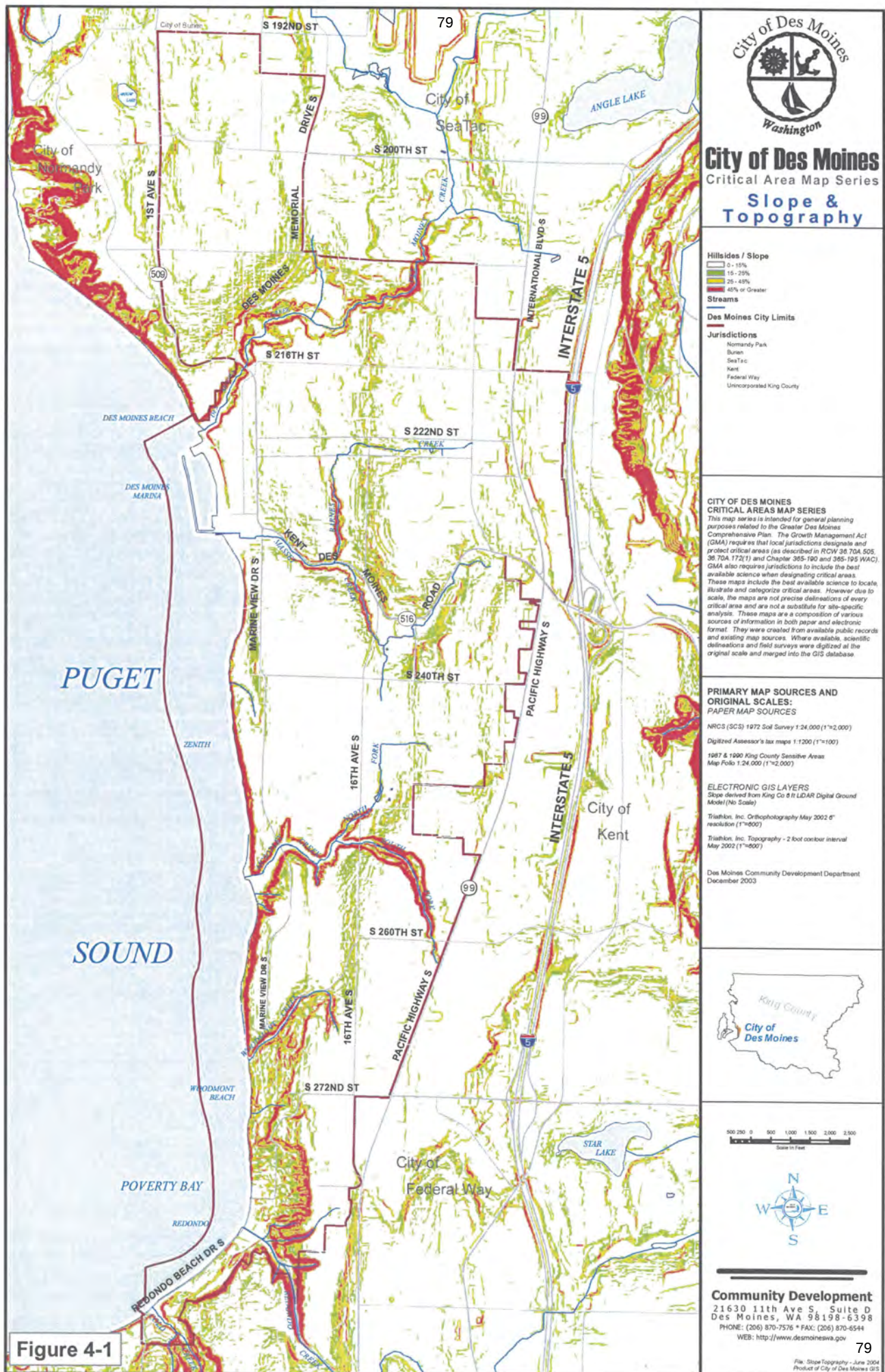
WORKING DRAFT**Air**

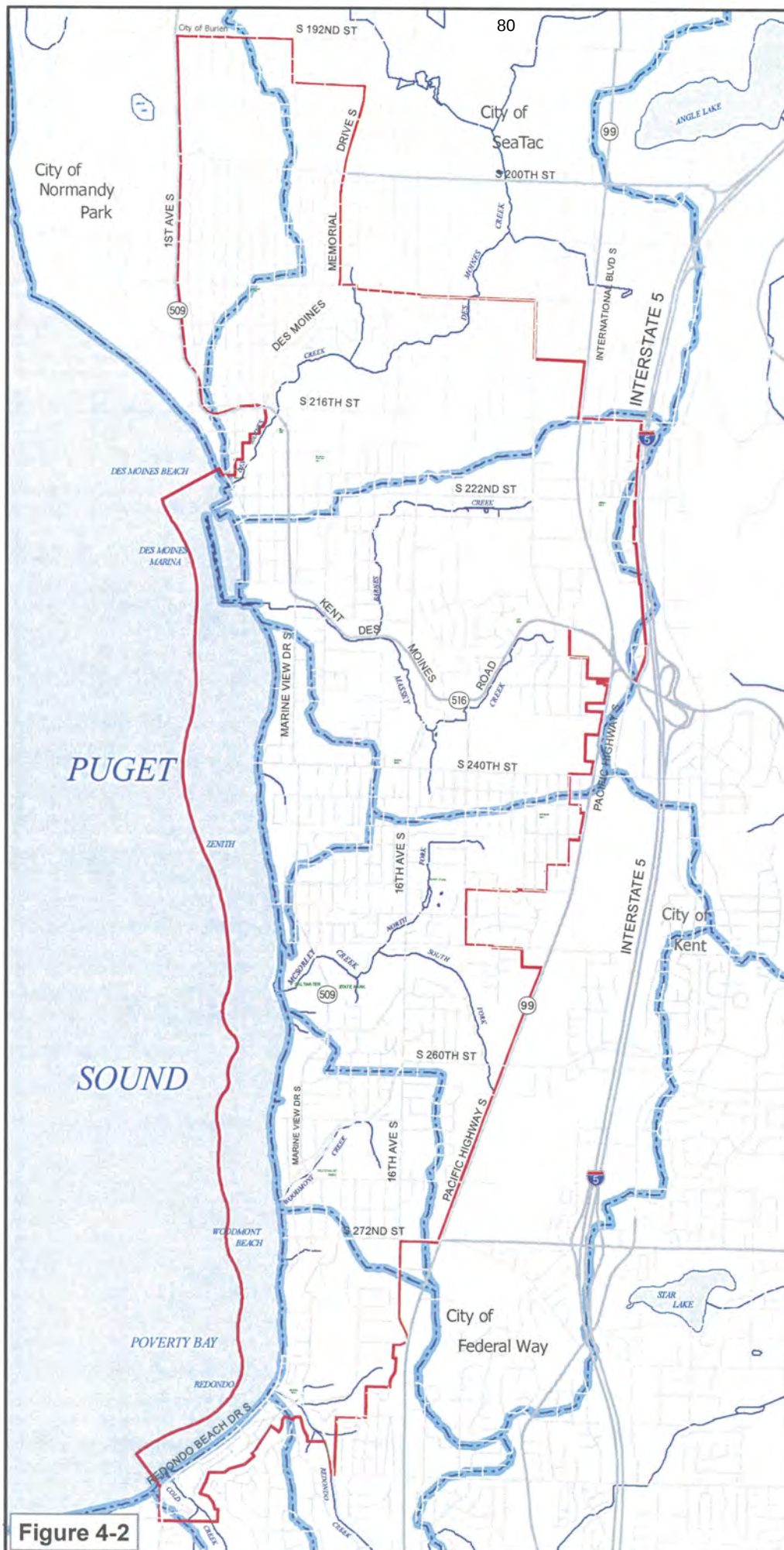
- CE 8.1 Protect clean air for present and future generations.
- CE 8.1.1 Support federal, state and regional clean air policies in cooperation with the Puget Sound Clean Air Agency and the Puget Sound Regional Council.
 - CE 8.1.2 Strive for high air quality through coordinated land use and transportation planning and management.
 - CE 8.1.3 Support regional efforts to develop electric vehicle infrastructure, such as charging stations.
 - CE 8.1.4 Implement measures to reduce the amount of air-borne particulates such as:
 1. Continuing street sweeping.
 2. Encouraging dust abatement at construction sites.
 3. Promoting low-emission construction practices.
 4. Transitioning to a low-emission municipal vehicle fleet.
 - CE 8.1.5 Require that trees be an integral part of City street development standards.
 - CE 8.1.6 Require all developments to include landscaping improvements using trees, shrubs, and ground covers. Undertake measures to ensure the survival and good health of trees and plants.

Education and Outreach

- CE 9.1 Encourage and support education and public involvement programs aimed at protecting environmental quality. These programs should: (1) inform, educate, and involve individuals, groups, businesses, industry, and government; (2) increase understanding; and (3) encourage commitment.
- CD 9.1.1 Promote public involvement in restoring, protecting, and enhancing natural resources through such programs as Adopt-A-Stream and the Backyard Wildlife Sanctuary Program, by working with local educational institutions, and by integrally involving citizens in developing, implementing, and monitoring environmental programs.
 - CE 9.1.2 Work with citizens, land owners, businesses, neighboring cities, King County, special purpose districts, and private and public agencies to protect and improve environmental quality, seeking shared responsibility and uniform environmental management.
 - CE 9.1.3 Manage surface water using a watershed approach, with responsibility shared among the City of Des Moines and affected jurisdictions. Emphasize educational programs and implementation of Best Management Practices to reduce pollution entering surface waters.

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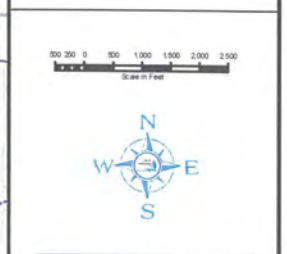


City of Des Moines Critical Area Map Series Drainage Basins

- Generalized Drainage Basins**
- Surface Water
 - Streams
 - Jurisdictions
 - Normandy Park
 - Burien
 - SeaTac
 - Kent
 - Federal Way
 - Unincorporated King County

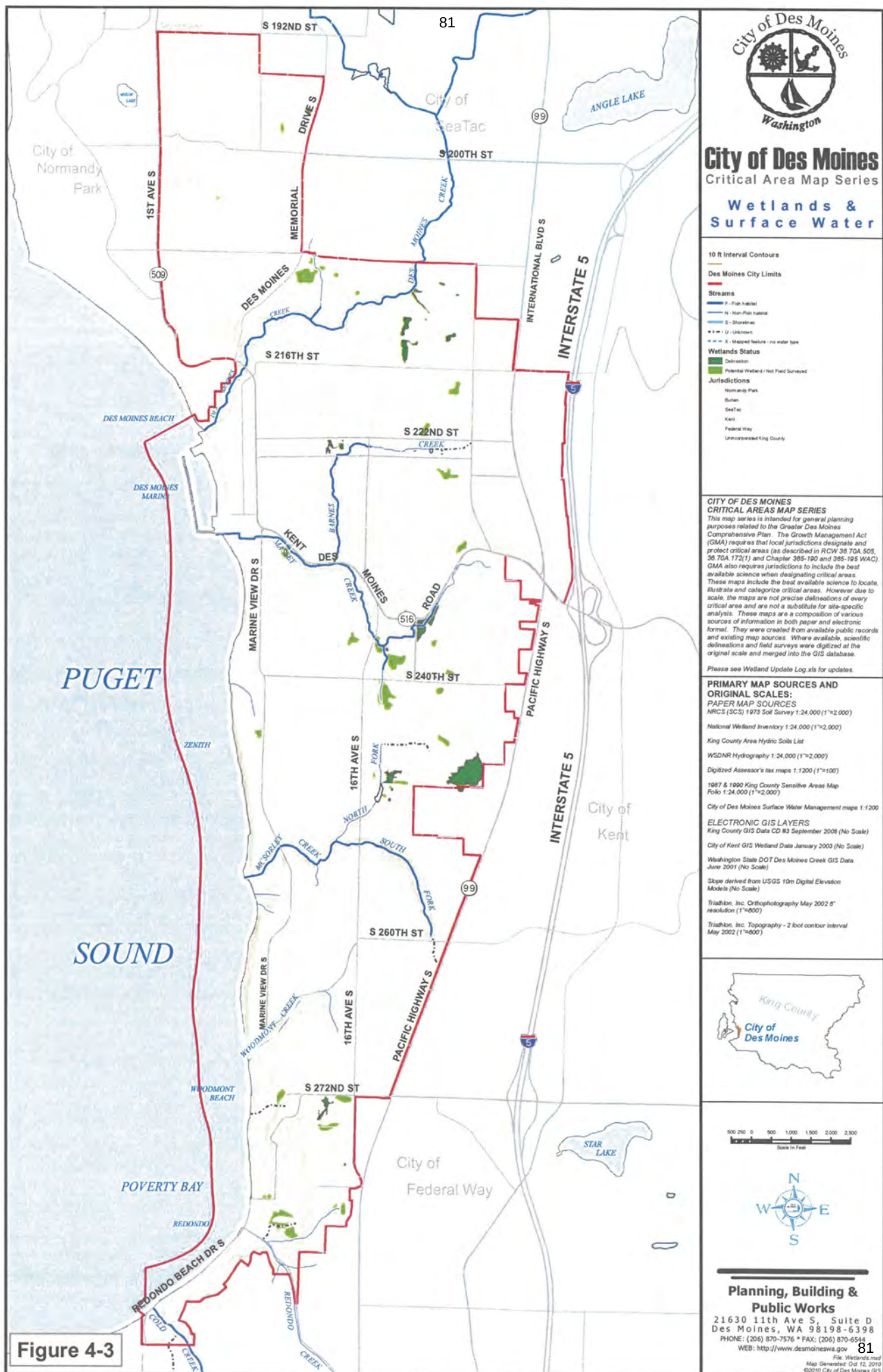
CITY OF DES MOINES CRITICAL AREAS MAP SERIES
This map series is intended for general planning purposes related to the Greater Des Moines Comprehensive Plan. The Growth Management Act (GMA) requires that local jurisdictions designate and protect critical areas (as described in RCW 36.70A.505, 36.70A.172(1)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

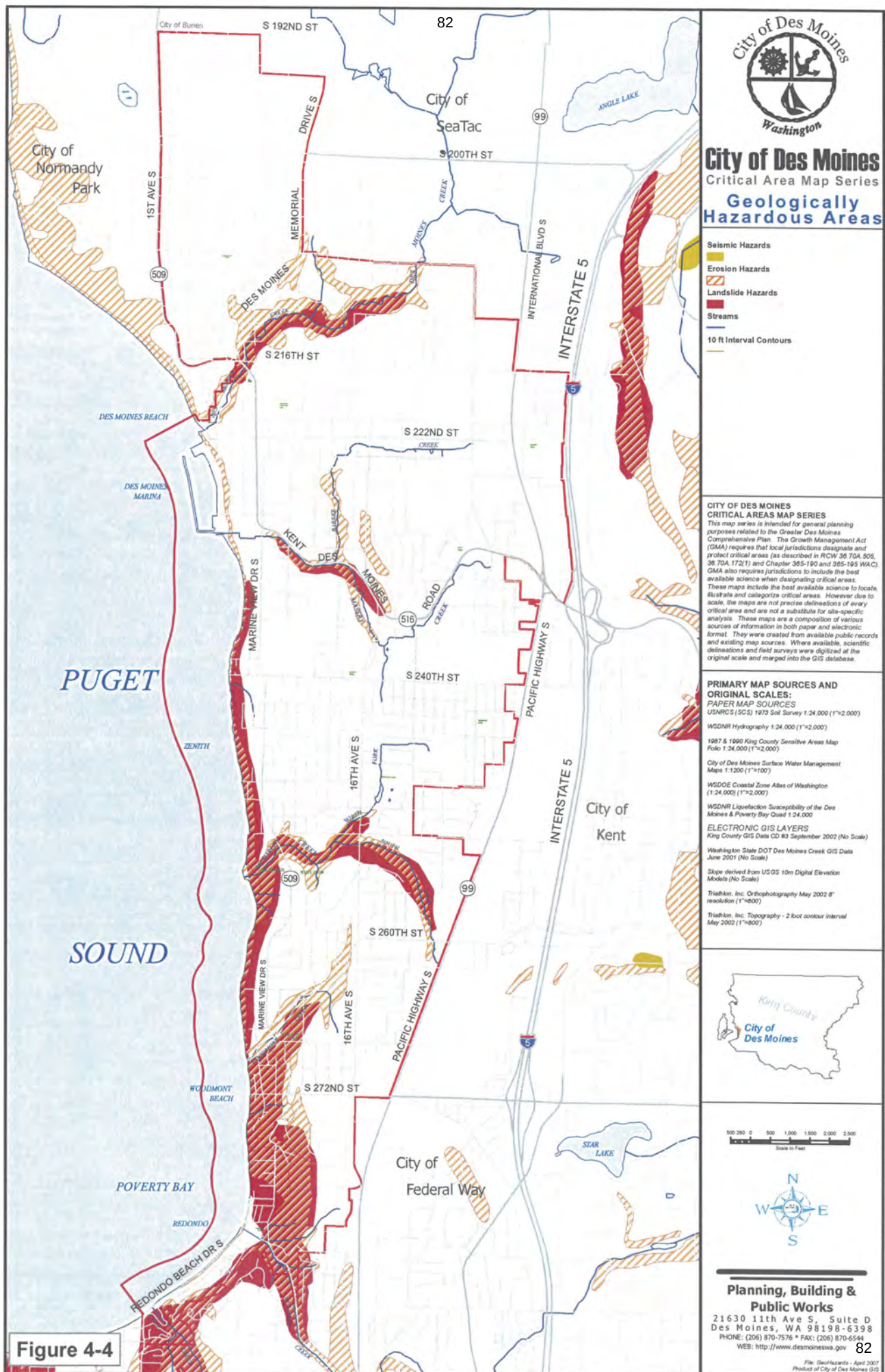
PRIMARY MAP SOURCES AND ORIGINAL SCALES:
PAPER MAP SOURCES
WSDNR Hydrography 1:24,000 (1"=2,000')
City of Des Moines Surface Water Management maps 1:1200
ELECTRONIC GIS LAYERS
Slope derived from USGS 10m Digital Elevation Models (1:24,000)
Triathlon, Inc. Topography - 2 foot contour interval May 2002 (1"=600')

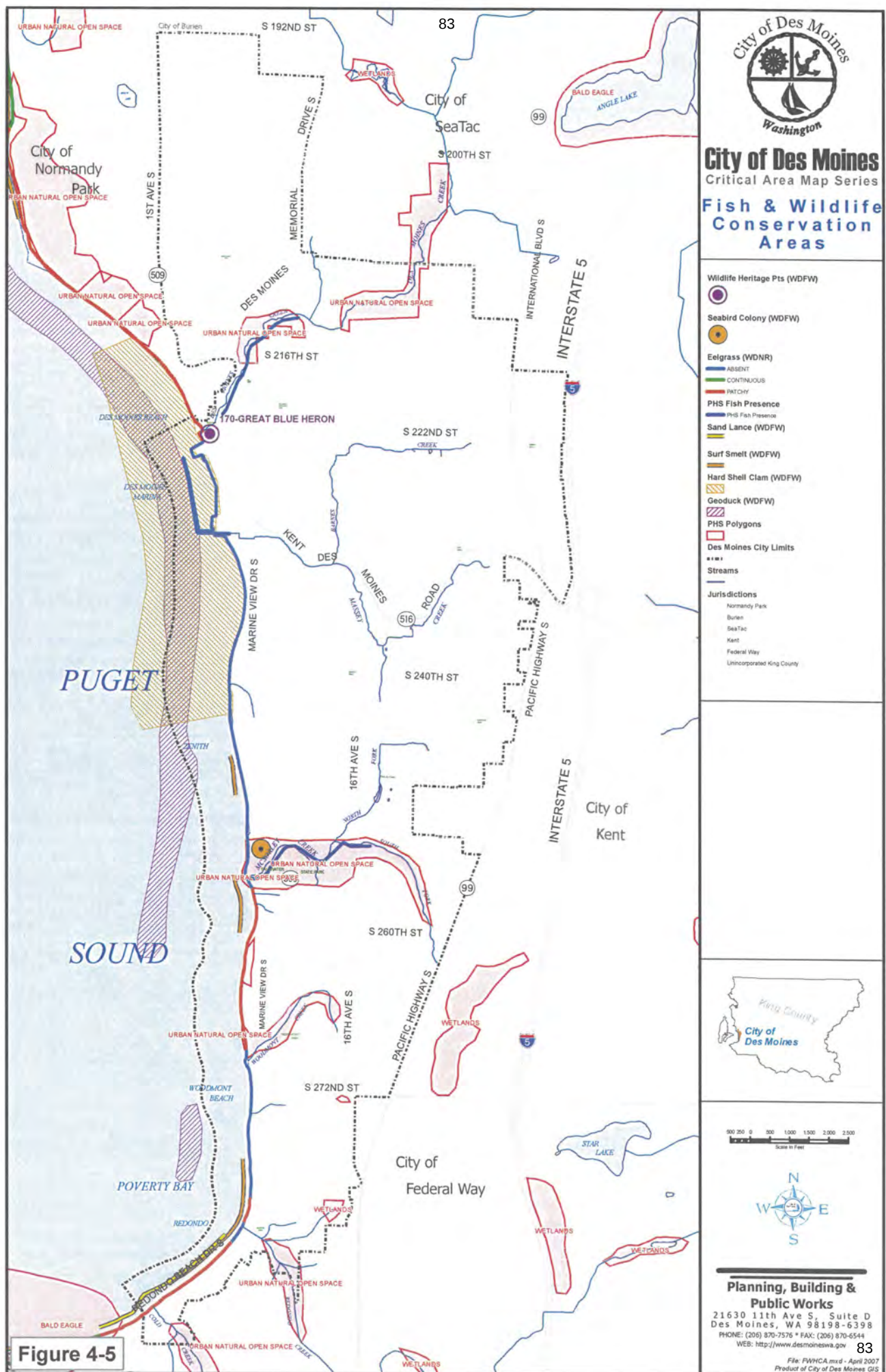


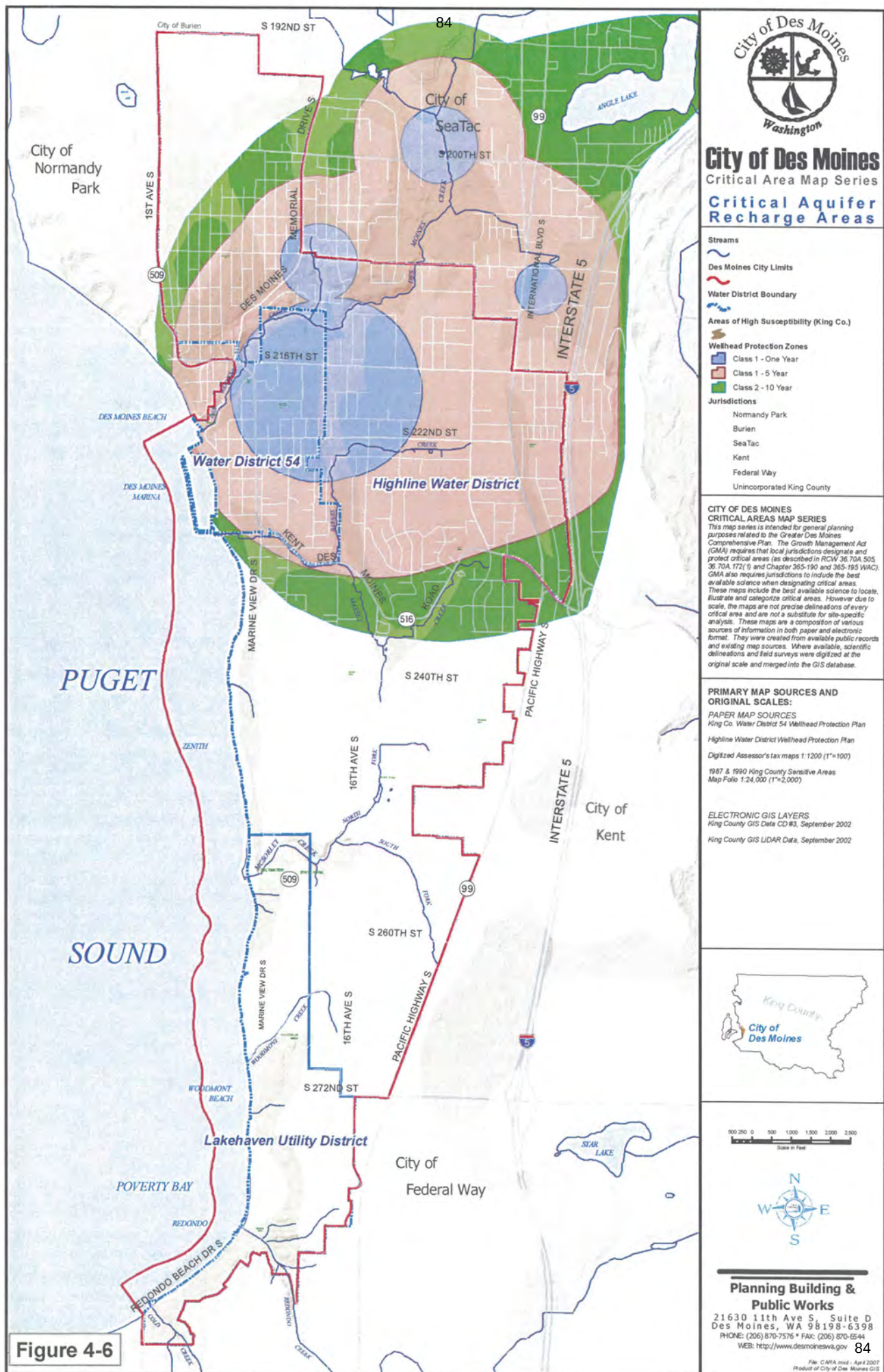
Planning, Building & Public Works
21630 11th Ave S, Suite D
Des Moines, WA 98198-6398
PHONE: (206) 870-7576 * FAX: (206) 870-6544
WEB: <http://www.desmoineswa.gov>
File: DrainageBasins.mxd - April 2007
Product of City of Des Moines GIS

Figure 4-2









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Attachment #3

Chapter 5: Capital Facilities, Utilities and Public Services Element Track Changes Version

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CHAPTER 5: CAPITAL FACILITIES, UTILITIES AND PUBLIC SERVICES ELEMENT

BACKGROUND AND CONTEXT

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

Capital facilities, utilities, and public services include a variety of properties, improvements and services often administered by governmental agencies for the general public. Examples of capital facilities include City administration buildings, libraries, parks and recreational facilities, and public schools. Utilities include electric, telecommunication, natural gas lines, and refuse collection.

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

Transportation and circulation-related facilities are addressed in the Transportation Element and the Comprehensive Transportation Plan. Parks, recreation, and open space are addressed in the Parks, Recreation, and Open Space Element and Parks, Recreation, and Senior Services Master Plan.

The population of the City of Des Moines has increased with the development and redevelopment of City land. The City of Des Moines also has grown in size and population by annexation of unincorporated lands, and is now entirely surrounded by other incorporated cities and water. There is little room left for expansion except by infill. It is expected that the number of persons within the City will continue to increase through the 2035 year planning horizon of this Plan.

The availability of capital facilities, utilities, and public services directly influences the quality of life in Des Moines. Adequate facilities, utilities, and services are needed to ensure that those who reside and work in Des Moines are reasonably free of safety and environmental hazards, and provided with desired public services.

The increase in population within the City has created a corresponding increase in the demand for capital facilities, utilities, and public services. The demand for, and the delivery of facilities, utilities, and services is influenced by regional factors, such as regional population densities, and the services provided by other jurisdictions. These regional factors must be considered in the planning for adequate facilities and utilities.

The siting, construction, and operation of capital facilities and utilities, including essential public facilities, has sometimes resulted in adverse impacts upon nearby properties and the natural environment. The City currently receives more than its fair share of adverse impacts associated with air transportation. Therefore, as permitted by state and federal law, before permitting the siting or expansion of any capital facilities or utilities it is extremely important that comprehensive environmental review of such proposals be completed so that decision

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

Comprehensive plans and capital improvement plans have been prepared by many of the providers of public facilities, utilities, and services within Des Moines. Such plans are applicable to Des Moines' Comprehensive Plan in that they contain detailed inventories of existing improvements, projected demand for services in the future, and funding strategies for capital improvements. The following references should be consulted for detailed information regarding existing and planned Capital Facilities, Utilities, and Public Services:

- (1) City of Des Moines Comprehensive Marina Master Plan
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- (3) City of Des Moines Comprehensive Transportation Plan
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Comment [dl1]: Draft Plan under review with adoption by Council expected late 2015.

Comment [dl2]: Council reviewed draft plan.

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

Comment [dl4]: Council reviewed draft plan.

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

An inventory and analysis of the publicly owned capital facilities, and public/private utilities within the City of Des Moines are summarized below. ~~More detail is provided in Appendix E.~~

- (1) **City Administration:** The City of Des Moines owns several properties and buildings that are used for the administration of City services. The maintenance, improvement and expansion of City facilities is guided by a six-year capital improvement program and an annual budget approved by the City Council. The capital improvement program prioritizes projects, establishes improvement schedules, and identifies revenue sources.
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- (3) **Fire Protection:** Fire protection and other emergency services within the City are provided by South King County Fire and Rescue. These services are guided by the comprehensive plans of the districts/departments.
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GOALS

- CF 1** ~~5-01-01~~ *To ensure adequate public facilities appropriate for the delivery of public services and utilities to accommodate the demand associated with current and future land uses. Such services and utilities should be provided in a manner that maximizes public safety and minimizes adverse environmental impacts.*

POLICIES AND IMPLEMENTATION STRATEGIES

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- CF 1.1.1** ~~5-04-01~~ Utilize the plans of providers of facilities and utilities within the City to supplement this Comprehensive Plan Element. For City of Des Moines planning purposes, this Comprehensive Plan should take precedence when such facility/utility plans may conflict.

~~5-03-01 To advance the City's interests, Des Moines should promote cooperative working relationships between Des Moines and the other municipalities, agencies and districts identified in this Comprehensive Plan.~~

- CF 1.2** Planning for utilities and public facilities should be recognized as the primary responsibility of the government or private agency providing the corresponding services. Des Moines should generally participate in the development of, and rely upon, plans prepared by each agency undertaking facility and capital improvement planning.

- ~~5-04-02~~ **CF 1.2.1** Coordinate Des Moines' land use planning with the facility/utility planning activities of agencies and utilities identified in this Comprehensive Plan Element. Encourage, and to the extent permitted by law, require providers of public services and private utilities to utilize the Land Use Element of the City of Des Moines Comprehensive Plan in planning for future facilities. Encourage, and to the extent permitted by law, require providers of public facilities and utilities update their comprehensive plans on a regular basis and in a timely manner.

- CF 1.3** ~~Des Moines should not allow land development to exceed the capacity of~~ Ensure essential capital facilities/utilities (i.e., domestic water, fire protection, sanitary and storm sewer, transportation, etc.). ~~Such facilities should be~~ are available at the time of development.

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- CF 1.3.1** ~~5-04-03~~ Adopt procedures that encourage mutual review of, and comment on, proposed actions and policies between Des Moines and other providers of public services. Review of

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development proposals by providers of public facilities and utilities should ensure that there will be sufficient capacity at the time of development.

- CF 1.4 City plans and development regulations should identify, and provide a process for consideration of, the siting of essential public facilities. Essential public facilities should include: A) domestic water, sanitary sewer, public schools, and fire protection; B) difficult-to-site facilities such as those identified by RCW 36.70A.200 and County-wide Planning Policies; and C) essential state facilities specified by the office of financial management. Des Moines should not accept a disproportionate share of the adverse impacts resulting from the siting of essential public facilities.
- ~~5-04-04~~ CF 1.4.1 — Utilize the plans of public facility and utility providers, and the Des Moines Capital Improvement Plan, to identify lands useful for public facility or utility purposes. Essential Public Facilities as defined by RCW 36.70A.200 are processed as Unclassified Use Permits (UUP) unless the use is permitted outright in a given zoning classification.
- CF 1.4.2 Cooperatively work with surrounding municipalities and King County during the siting and development of facilities of regional significance.
- CF 1.4.3 As permitted by state and federal law, including the lawful exercise by the City of its SEPA authority pursuant to RCW 43.21C.060, City approvals related to essential public facilities, operations and activities within the City of Des Moines ~~associated with Sea-Tac International Airport~~, including but not limited to, necessary support activities, connected-actions and projects, may include conditions ~~which that~~ are necessary to mitigate specific adverse environmental impacts on the City of Des Moines identified in environmental documents prepared pursuant to SEPA. The City may decide not to approve such facilities or operations if the City finds: (a) the proposal would likely result in a significant adverse environmental impact(s) identified in a final or supplemental environmental impact statement prepared under SEPA, and (b) reasonable mitigation measures capable of being accomplished are insufficient to mitigate the identified impact(s).
- CF 1.5 ~~5-03-06~~ Des Moines should generally rely on the level-of-service standards/guidelines used by public facility and utility providers for determining adequacy and concurrency.
- ~~—When desired, Des Moines should establish a public process whereby other level-of-service (LOS) standards are adopted for public facilities and utilities. Unless other LOS standards are adopted, the LOS guidelines outlined in the Public Facilities and Utilities Implementation Strategies should be used to determine adequacy and concurrency.~~
- CF 1.5.1 Implement the following level-of-service standards, unless other LOS standards are adopted elsewhere:
- Collection and Disposal of Solid and Hazardous Wastes:** Require that collection service for garbage, recyclable materials, and yard waste be available to all properties within the City. Include level-of-service provisions in contract/franchise/license agreements. Cooperatively work with King County and related agencies for collection and disposal of hazardous wastes, and public education regarding hazardous wastes.

Comment [dl6]: This needs to align with UUP criteria.

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- (1) **Electrical Service:** Coordinate land use and facility planning to allow for siting and construction of distribution facilities that provide electrical power with minimal periods of service interruption. Carefully evaluate proposed high-voltage distribution facilities for adverse EMF impacts. Include level-of-service provisions in contract/franchise/license agreements.
- (2) **Fire Protection:** Coordinate land use planning, development review, and fire protection facility planning to ensure that: a) adequate fire protection and emergency medical service can be provided; and b) project designs minimize the potential for fire hazard.
- (3) **Libraries:** Continue to receive library services from the King County Library System as long as King County continues to provide a variety of library services from centrally located facilities with convenient hours of operation. Include level-of-service provisions in contract/annexation agreements. Patronage privileges for Des Moines residents are available at the Highline Community College Library.
- (4) **Marina:** Implement capital improvement projects identified in the Marina Master Plan to help the Marina maintain a competitive advantage in attracting moorage tenants and guests, support in-water activities and make the Marina more attractive and pedestrian friendly. Continue to serve as a boating facility while simultaneously promoting the Marina as a premier destination for those arriving by automobile, bicycle, or on foot.
- (5) **Natural Gas:** Promote the extension of distribution lines to unserved areas. Coordinate land use and facility planning to allow for siting and construction of natural gas distribution facilities that provide natural gas with minimal periods of service interruption. Include level-of-service provisions in contract/franchise/license agreements.
- (6) **Parks and Recreation:** Level of service standards for parks and recreation facilities are provided in the Parks, Recreation and Open Space Element.
- (7) **Police Protection:** Coordinate land use planning, development review and police protection facility planning to ensure that: a) adequate police protection can be provided; and b) project designs discourage criminal activity.
- (8) **Postal Service:** Encourage improvements to US Postal Services as necessary for residents and businesses.
- (9) **Public Education:** Coordinate land use planning, development review and school facility planning to ensure that: a) adequate school facilities will be available to accommodate anticipated increases in students; and b) project designs include safe pedestrian paths for school-age children.
- (10) **Sanitary Sewer:** Require that all new developments have sanitary sewer. Encourage or require the extension of sewer service to unserved developed areas. Priority for such extension should be given to areas where septic failures are common, or where the number or "density" of septic facilities exceeds the filtering capacity of the underlying soils. Allow new development to utilize septic drain fields as an interim sewer system only when all of the following conditions are present:

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- (a) Underlying soils allow for proper percolation without undue adverse impact; and
 - (b) Sanitary sewer is not within reasonable proximity of the development site; and
 - (c) A binding "no protest" agreement is provided requiring contribution toward extension of, and connection with, the sanitary sewer system when it is available; and
 - (d) The development site represents a small, isolated, vacant or under-developed parcel in an area of developed properties not served by sanitary sewer.
- (12) **Stormwater Management:** Require new development and redevelopment to install on-site stormwater detention and treatment as needed in a manner consistent with the City's National Pollution Discharge Elimination System (NPDES) Phase II permit, the standards of the King County Surface Water Design Manual, and the best management practices of the King County Stormwater Pollution Prevention Manual. Adopt maximum lot coverage policies or standards with respect to impervious surfaces. Require all multifamily development to provide a designated area for vehicle washing in a manner to control rinse water runoff.
- (13) **Telecommunications:** Advocate the development/maintenance of facilities necessary to provide telecommunication services as needed to accommodate population growth and advancements in technology. Include level-of-service provisions in franchise/license agreements. Advocate local regulation of telecommunication services and support state legislation that provides for optimal service from monopolistic providers.
- (14) **Transportation Facilities:** Level of Service standards for transportation facilities are provided in the Transportation Element.
- (15) **Water:** Require that new development have adequate water supply for consumption and fire flow. Advocate the upgrading of existing lines, supply sources, and storage facilities as necessary in areas where fire flow is inadequate.
- CF 1.5.2 ~~5-04-05~~ Require new development to contribute to the construction, renovation, or expansion of necessary public facilities. Support the establishment of late-comer agreements to ensure that adequate public facilities and utilities will be provided and equitably funded. Establish processes whereby impact fees can be collected for facility and utility improvements as permitted by State Law.
- CF 1.6 ~~5-03-07~~ New or expanded facilities/utilities should be compatible with surrounding land uses; such facilities should minimally impact the natural or built environment.
- CF 1.6.1 ~~5-04-06~~ Limit new development until necessary public facilities and/or utilities are available. If necessary, reassess the Land Use Element if probable funding or land for public facilities or utilities will not be available to accommodate demand.

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- CF 1.6.2 ~~5-04-10~~ Require the undergrounding of utility lines as specified by the DMMC to minimize public safety hazards, visual clutter, and the obstruction of views. Encourage the undergrounding of utilities throughout Des Moines. Encourage the use of shared corridors for several utilities.
- CF 1.6.3 ~~5-04-10~~ Adopt ordinances as necessary to ensure that new public facilities and utilities include all improvements needed during use of the facility/utility, such as adequate on-site parking, appropriate signs, and lighting.
- CF 1.6.4 ~~5-04-10~~ Require adequate screened space in multifamily and commercial developments for on-site recycling containers.
- CF 1.6.5 ~~5-04-11~~ Identify facility needs for the provision of City services; explore funding options to accommodate those needs. Ensure that City facilities are sufficient in quantity and quality to allow for superior public service.
- CF 1.7 ~~5-03-07~~ ~~Des Moines should encourage~~ Encourage, and to the extent permitted by law, require implementation of resource conservation practices to extend the useful life and capacity of existing and planned facilities.
- CF 1.7.1 ~~5-04-07~~ Prohibit or limit the construction of facilities/utilities where such construction would result in severely adverse environmental or public health impacts, or where such construction would encourage land development inconsistent with adopted City policies. Adverse impacts may include, but are not limited to: excessive noise or traffic, the discharge of pollutants into the air or water, or harmful electromagnetic fields. Ensure that such improvements will not result in significant adverse impacts upon the surrounding land uses or the natural environment. Utilize the permitting authority and processes provided by the Des Moines Municipal Code during review of proposed facilities.
- CF 1.7.2 ~~5-04-08~~ Encourage, and to the extent permitted by law, require the implementation of resource conservation measures through various means, such as public education, energy-conserving construction techniques, and alternative landscaping provisions. Encourage, and to the extent permitted by law, require providers of public facilities and utilities to implement public education and information programs that describe the benefits of conservation.
- CF 1.8 —Provide for the siting of electrical vehicle infrastructure as required by HB 1481. Electrical vehicle infrastructure includes structures, machinery and equipment necessary and integral to support an electrical vehicle including battery charging stations; rapid charging stations and battery exchange stations.
- CF 1.8.1 Support regional efforts to develop electric vehicle infrastructure.

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Chapter 5: Capital Facilities, Utilities and Public Services Element

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CHAPTER 5: CAPITAL FACILITIES, UTILITIES AND PUBLIC SERVICES ELEMENT

BACKGROUND AND CONTEXT

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

Capital facilities, utilities, and public services include a variety of properties, improvements and services often administered by governmental agencies for the general public. Examples of capital facilities include City administration buildings, libraries, parks and recreational facilities, and public schools. Utilities include electric, telecommunication, natural gas lines, and refuse collection.

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

Transportation and circulation-related facilities are addressed in the Transportation Element and the Comprehensive Transportation Plan. Parks, recreation, and open space are addressed in the Parks, Recreation, and Open Space Element and Parks, Recreation, and Senior Services Master Plan.

The population of the City of Des Moines has increased with the development and redevelopment of City land. The City of Des Moines also has grown in size and population by annexation of unincorporated lands, and is now entirely surrounded by other incorporated cities and water. There is little room left for expansion except by infill. It is expected that the number of persons within the City will continue to increase through the 2035 year planning horizon of this Plan.

The availability of capital facilities, utilities, and public services directly influences the quality of life in Des Moines. Adequate facilities, utilities, and services are needed to ensure that those who reside and work in Des Moines are reasonably free of safety and environmental hazards, and provided with desired public services.

The increase in population within the City has created a corresponding increase in the demand for capital facilities, utilities, and public services. The demand for, and the delivery of facilities, utilities, and services is influenced by regional factors, such as regional population densities, and the services provided by other jurisdictions. These regional factors must be considered in the planning for adequate facilities and utilities.

The siting, construction, and operation of capital facilities and utilities, including essential public facilities, has sometimes resulted in adverse impacts upon nearby properties and the natural environment. The City currently receives more than its fair share of adverse impacts associated with air transportation. Therefore, as permitted by state and federal law, before permitting the siting or expansion of any capital facilities or utilities it is extremely important that comprehensive environmental review of such proposals be completed so that decision

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- CF 1.1.1** Utilize the plans of providers of facilities and utilities within the City to supplement this Comprehensive Plan Element. For City of Des Moines planning purposes, this Comprehensive Plan should take precedence when such facility/utility plans may conflict.
- CF 1.2** Planning for utilities and public facilities should be recognized as the primary responsibility of the government or private agency providing the corresponding services. Des Moines should generally participate in the development of, and rely upon, plans prepared by each agency undertaking facility and capital improvement planning.
- CF 1.2.1** Coordinate Des Moines' land use planning with the facility/utility planning activities of agencies and utilities identified in this Comprehensive Plan Element. Encourage, and to the extent permitted by law, require providers of public services and private utilities to utilize the Land Use Element of the City of Des Moines Comprehensive Plan in planning for future facilities. Encourage, and to the extent permitted by law, require providers of public facilities and utilities update their comprehensive plans on a regular basis and in a timely manner.
- CF 1.3** Ensure essential capital facilities/utilities (i.e., domestic water, fire protection, sanitary and storm sewer, transportation, etc.) are available at the time of development.
- CF 1.3.1** Adopt procedures that encourage mutual review of, and comment on, proposed actions and policies between Des Moines and other providers of public services. Review of development proposals by providers of public facilities and utilities should ensure that there will be sufficient capacity at the time of development.
- CF 1.4** City plans and development regulations should identify, and provide a process for consideration of, the siting of essential public facilities. Essential public facilities should include: A) domestic water, sanitary sewer, public schools, and fire protection; B) difficult-to-site facilities such as those identified by RCW 36.70A.200 and County-wide Planning Policies; and C) essential state facilities

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specified by the office of financial management. Des Moines should not accept a disproportionate share of the adverse impacts resulting from the siting of essential public facilities.

- CF 1.4.1 Utilize the plans of public facility and utility providers, and the Des Moines Capital Improvement Plan, to identify lands useful for public facility or utility purposes. Essential Public Facilities as defined by RCW 36.70A.200 are processed as Unclassified Use Permits (UUP) unless the use is permitted outright in a given zoning classification.
- CF 1.4.2 Cooperatively work with surrounding municipalities and King County during the siting and development of facilities of regional significance.
- CF 1.4.3 As permitted by state and federal law, including the lawful exercise by the City of its SEPA authority pursuant to RCW 43.21C.060, City approvals related to essential public facilities, operations and activities within the City of Des Moines, including but not limited to, necessary support activities, connected-actions and projects, may include conditions that are necessary to mitigate specific adverse environmental impacts on the City of Des Moines identified in environmental documents prepared pursuant to SEPA. The City may decide not to approve such facilities or operations if the City finds: (a) the proposal would likely result in a significant adverse environmental impact(s) identified in a final or supplemental environmental impact statement prepared under SEPA, and (b) reasonable mitigation measures capable of being accomplished are insufficient to mitigate the identified impact(s).

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

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

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

- (1) **Electrical Service:** Coordinate land use and facility planning to allow for siting and construction of distribution facilities that provide electrical power with minimal periods of service interruption. Carefully evaluate proposed high-voltage distribution facilities for adverse EMF impacts. Include level-of-service provisions in contract/franchise/license agreements.
- (2) **Fire Protection:** Coordinate land use planning, development review, and fire protection facility planning to ensure that: a) adequate fire protection and emergency medical service can be provided; and b) project designs minimize the potential for fire hazard.
- (3) **Libraries:** Continue to receive library services from the King County Library System as long as King County continues to provide a variety of library services from centrally located facilities with convenient hours of operation. Include level-of-service provisions in contract/annexation agreements. Patronage privileges for Des Moines residents are available at the Highline Community College Library.

WORKING DRAFT

- (4) **Marina:** Implement capital improvement projects identified in the Marina Master Plan to help the Marina maintain a competitive advantage in attracting moorage tenants and guests, support in-water activities and make the Marina more attractive and pedestrian friendly. Continue to serve as a boating facility while simultaneously promoting the Marina as a premier destination for those arriving by automobile, bicycle, or on foot.
- (5) **Natural Gas:** Promote the extension of distribution lines to unserved areas. Coordinate land use and facility planning to allow for siting and construction of natural gas distribution facilities that provide natural gas with minimal periods of service interruption. Include level-of-service provisions in contract/franchise/license agreements.
- (6) **Parks and Recreation:** Level of service standards for parks and recreation facilities are provided in the Parks, Recreation and Open Space Element.
- (7) **Police Protection:** Coordinate land use planning, development review and police protection facility planning to ensure that: a) adequate police protection can be provided; and b) project designs discourage criminal activity.
- (8) **Postal Service:** Encourage improvements to US Postal Services as necessary for residents and businesses.
- (9) **Public Education:** Coordinate land use planning, development review and school facility planning to ensure that: a) adequate school facilities will be available to accommodate anticipated increases in students; and b) project designs include safe pedestrian paths for school-age children.
- (10) **Sanitary Sewer:** Require that all new developments have sanitary sewer. Encourage or require the extension of sewer service to unserved developed areas. Priority for such extension should be given to areas where septic failures are common, or where the number or "density" of septic facilities exceeds the filtering capacity of the underlying soils. Allow new development to utilize septic drain fields as an interim sewer system only when all of the following conditions are present:
 - (a) Underlying soils allow for proper percolation without undue adverse impact; and
 - (b) Sanitary sewer is not within reasonable proximity of the development site; and
 - (c) A binding "no protest" agreement is provided requiring contribution toward extension of, and connection with, the sanitary sewer system when it is available; and
 - (d) The development site represents a small, isolated, vacant or under-developed parcel in an area of developed properties not served by sanitary sewer.

WORKING DRAFT

- (12) **Stormwater Management:** Require new development and redevelopment to install on-site stormwater detention and treatment as needed in a manner consistent with the City's National Pollution Discharge Elimination System (NPDES) Phase II permit, the standards of the King County Surface Water Design Manual, and the best management practices of the King County Stormwater Pollution Prevention Manual. Adopt maximum lot coverage policies or standards with respect to impervious surfaces. Require all multifamily development to provide a designated area for vehicle washing in a manner to control rinse water runoff.
 - (13) **Telecommunications:** Advocate the development/maintenance of facilities necessary to provide telecommunication services as needed to accommodate population growth and advancements in technology. Include level-of-service provisions in franchise/license agreements. Advocate local regulation of telecommunication services and support state legislation that provides for optimal service from monopolistic providers.
 - (14) **Transportation Facilities:** Level of Service standards for transportation facilities are provided in the Transportation Element.
 - (15) **Water:** Require that new development have adequate water supply for consumption and fire flow. Advocate the upgrading of existing lines, supply sources, and storage facilities as necessary in areas where fire flow is inadequate.
- CF 1.5.2 Require new development to contribute to the construction, renovation, or expansion of necessary public facilities. Support the establishment of late-comer agreements to ensure that adequate public facilities and utilities will be provided and equitably funded. Establish processes whereby impact fees can be collected for facility and utility improvements as permitted by State Law.
- CF 1.6 New or expanded facilities/utilities should be compatible with surrounding land uses; such facilities should minimally impact the natural or built environment.
- CF 1.6.1 Limit new development until necessary public facilities and/or utilities are available. If necessary, reassess the Land Use Element if probable funding or land for public facilities or utilities will not be available to accommodate demand.
 - CF 1.6.2 Require the undergrounding of utility lines as specified by the DMMC to minimize public safety hazards, visual clutter, and the obstruction of views. Encourage the undergrounding of utilities throughout Des Moines. Encourage the use of shared corridors for several utilities.
 - CF 1.6.3 Adopt ordinances as necessary to ensure that new public facilities and utilities include all improvements needed during use of the facility/utility, such as adequate on-site parking, appropriate signs, and lighting.
 - CF 1.6.4 Require adequate screened space in multifamily and commercial developments for on-site recycling containers.
 - CF 1.6.5 Identify facility needs for the provision of City services; explore funding options to accommodate those needs. Ensure that City facilities are sufficient in quantity and quality to allow for superior public service.
- CF 1.7 Encourage, and to the extent permitted by law, require implementation of resource conservation practices to extend the useful life and capacity of existing and planned facilities.

WORKING DRAFT

- CF 1.7.1 Prohibit or limit the construction of facilities/utilities where such construction would result in severely adverse environmental or public health impacts, or where such construction would encourage land development inconsistent with adopted City policies. Adverse impacts may include, but are not limited to: excessive noise or traffic, the discharge of pollutants into the air or water, or harmful electromagnetic fields. Ensure that such improvements will not result in significant adverse impacts upon the surrounding land uses or the natural environment. Utilize the permitting authority and processes provided by the Des Moines Municipal Code during review of proposed facilities.
- CF 1.7.2 Encourage, and to the extent permitted by law, require the implementation of resource conservation measures through various means, such as public education, energy-conserving construction techniques, and alternative landscaping provisions. Encourage, and to the extent permitted by law, require providers of public facilities and utilities to implement public education and **information programs that describe the benefits of conservation.**
- CF 1.8 Provide for the siting of electrical vehicle infrastructure as required by HB 1481. Electrical vehicle infrastructure includes structures, machinery and equipment necessary and integral to support an electrical vehicle including battery charging stations; rapid charging stations and battery exchange stations.
 - CF 1.8.1 Support regional efforts to develop electric vehicle infrastructure.

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Chapter 6: Parks, Recreation and Open Space Element

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CHAPTER 6: PARKS, RECREATION AND OPEN SPACE ELEMENT

BACKGROUND AND CONTEXT

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

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

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

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

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

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

WORKING DRAFT

6-02-03 The unimproved right-of-way of State Route 509 represents a valuable part of the region's open space and transportation system to connect neighborhoods and recreation facilities. The right-of-way would provide opportunities for recreational facilities for activities suited to linear parks, such as walking and bicycling.

6-02-04 The Port of Seattle buy-out area in the North Central Neighborhood, along with the Pacific Ridge Neighborhood, Pacific Highway Business Districts in Midway, East Woodmont and Redondo and the Marina District represent opportunities for interconnections between economic and recreational expansion and for the establishment of other recreational facilities for Des Moines citizens.

6-02-05 The Des Moines Parks, Recreation and Senior Services Master Plan (Adopted November 5, 2009) evaluates and inventories existing public and private park and recreation facilities and programs. It forecasts the demand and need for future park and recreation services, estimates the costs for improving and maintaining existing recreation facilities, and developing new facilities, and establishes a long-range program of system-wide capital acquisitions, renovations, development improvements and Interlocal projects.

6-02-06 The City of Des Moines has a variety of parks and recreational areas. These recreation facilities are utilized by local residents and workers, and visitors from other areas.

6-02-07 The majority of Des Moines' recreational areas are owned or leased and operated by the City. Other public agencies such as Highline School District, Federal Way School District, Highline Community College and the State Park System provide additional recreational facilities that are heavily used and are necessary to provide adequate recreational opportunities for Des Moines citizens. A small number of recreation facilities are privately owned and many are not available to the general public.

6-02-08 Respondents to the Parks, Recreation and Senior Services Master Plan surveys (2009) identified the following recreation facilities as being of primary importance: Community Centers; Mount Rainier Pool; Community/Sports Parks, Neighborhood and Waterfront Parks; Marina and Trails.

6-02-09 It is in the public interest for the City of Des Moines to preserve, protect and maintain park and recreation areas and conservancy resources within its jurisdictional boundaries.

6-02-10 It is in the public interest to integrate sustainable design and construction strategies in park and facilities capital investments.

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

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GOALS

6-01-01 Provide adequate and accessible recreational facilities and programs that are responsive to the diverse interests and needs of people of all ages, income levels, cultural or educational backgrounds, or physical abilities. Such recreational facilities and programs should satisfy outdoor and indoor, active and passive recreational needs and be appropriately distributed throughout the community.

6-01-02 Ensure that existing and planned park and recreation areas are protected from adverse impacts associated with incompatible land uses and/or transportation activities. Such adverse impacts may include

WORKING DRAFT

traffic congestion, inadequate parking, surface water runoff, vibration, air and water pollution, noise, among others.

6-01-03 Ensure that park and recreation areas of local significance (cultural, historical, environmental, natural, wildlife, waterfront, tidal, special use or other) are identified and protected.

6-01-04 Maintain existing recreation facilities and sustain recreation programs. Actively seek funding to provide adequate recreation facilities and programs for underserved neighborhoods. Pursue joint-use and shared-cost opportunities such as: Interlocal agreements with other governmental agencies, collaborative opportunities with interdepartmental projects, public/private partnerships and volunteerism to develop new parks and facilities and maintain existing parks and facilities. Encourage the State of Washington to maintain and preserve in a sustainable manner its park land located within Des Moines in perpetuity.

6-01-05 Support economic development through an aesthetically pleasing environment by providing: city gateways and signage to include directional road signs to recreational facilities; well maintained streetscapes; adequate parking at recreational facilities; and improving and maintaining waterfront facilities.

6-01-06 Utilize a ratio of 6.5 acres per 1,000 population combined park land (including mini, neighborhood, community, special use, sports fields/complexes, trails and pathways, conservancy and open space areas which are typically undeveloped) as a general guide in the acquisition of park lands.

6-01-07 Ensure community recreational needs are considered during planning stages of all single family, multi-family, subdivisions and planned unit residential developments; retail, commercial and business park development; educational institutions, utilities and other governmental facilities development.

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

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

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

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

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

WORKING DRAFT

POLICIES AND IMPLEMENTATION STRATEGIES

Policies

6-03-01 Park Land Acquisition

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

6-03-04 Park & Facility Improvement

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

WORKING DRAFT

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

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

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

6-03-06 Park Operations & Maintenance

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

WORKING DRAFT

6-03-07 Economic Development

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

6-03-08 Healthy Community

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

Implementation Strategies

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

- Coordinate and maintain procedures for conservation of open space through mechanisms such as zoning, donation, purchase of easements, conservation easements with coordinated planning, taxing and management actions.
- Ensure that proposed land-use and transportation facilities that would subject locally significant parks, golf courses, ball fields, outdoor spectator sports areas, amusements areas, riding stables, nature trails and wildlife refuges to exterior noise exposure levels which exceed limits identified in ~~(chapter 18.38 DMMC)~~the DMMC are opposed or include mitigation measures commensurate with the magnitude of adverse impact anticipated.
- Where appropriate for recreation or open-space purposes, transfer derelict land, easements, tax delinquent land, surplus roadway/highway rights-of-way, and other land not presently in productive use where such land can be used for land exchange, purchase or long-term leases.

WORKING DRAFT

- Make maximum use of lands associated with surface water management and other public utilities to meet recreation needs.
- Enforce regulations for new residential, business, commercial or industrial development and redevelopment which require either the dedication of park lands, provision of recreation facilities and/or payment of impact fees or fees in-lieu of land to a park and recreation trust fund.
- Work with conservation groups and the private sector to encourage donations, bargain sales of land or recreation or conservation easements through equitable incentives and to identify, acquire and conserve or manage natural open space areas and other recreational land.

6-04-02 Encourage Joint Use of Existing Physical Resources:

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

6-04-03 Encourage the Planning, Development and Full Utilization of Trails as Recreation Facilities:

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

6-04-04 Provide Appropriate & Responsive Recreation Services through Specific Planning:

WORKING DRAFT

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

6-04-05

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

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

Chapter 6: Parks, Recreation and Open Space Element

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CHAPTER 6: PARKS, RECREATION AND OPEN SPACE ELEMENT

BACKGROUND AND CONTEXT

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

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

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

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- (2) Enrich the community by providing leadership opportunities, social interaction, community involvement, leadership, and cultural awareness and tolerance; community pride; and
- (3) Enrich the economy by providing opportunities to enhance land values and support business by providing public resources that beautify business areas and neighborhoods, generate revenue through self supporting recreation programs, reduce crime and vandalism through community involvement, and increase tourism through quality recreation facilities, community events and programs; and
- (4) Enrich the environment by protecting open spaces, wildlife habitat, tidal life and near shore ecosystems; thereby reducing pollution and enhancing natural beauty.

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

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The Port of Seattle buy-out area in the North Central Neighborhood, along with the Pacific Ridge Neighborhood, Pacific Highway Business Districts in Midway, East Woodmont and Redondo and the Marina District represent opportunities for interconnections between economic and recreational expansion and for the establishment of other recreational facilities for Des Moines citizens.

The Des Moines Parks, Recreation and Senior Services Master Plan (Adopted November 5, 2009) evaluates and inventories existing public and private park and recreation facilities and programs. It forecasts the demand and need for future park and recreation services, estimates the costs for improving and maintaining existing recreation facilities, and developing new facilities, and establishes a long-range program of system-wide capital acquisitions, renovations, development improvements and Interlocal projects.

The City of Des Moines has a variety of parks and recreational areas. These recreation facilities are utilized by local residents and workers, and visitors from other areas.

The majority of Des Moines' recreational areas are owned or leased and operated by the City. Other public agencies such as Highline School District, Federal Way School District, Highline Community College and the State Park System provide additional recreational facilities that are heavily used and are necessary to provide adequate recreational opportunities for Des Moines citizens. A small number of recreation facilities are privately owned and many are not available to the general public.

Respondents to the Parks, Recreation and Senior Services Master Plan surveys (2009) identified the following recreation facilities as being of primary importance: Community Centers; Mount Rainier Pool; Community/Sports Parks, Neighborhood and Waterfront Parks; Marina and Trails.

It is in the public interest for the City of Des Moines to preserve, protect and maintain park and recreation areas and conservancy resources within its jurisdictional boundaries.

It is in the public interest to integrate sustainable design and construction strategies in park and facilities capital investments.

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

GOALS

6-01-01 Provide adequate and accessible recreational facilities and programs that are responsive to the diverse interests and needs of people of all ages, income levels, cultural or educational backgrounds, or physical abilities. Such recreational facilities and programs should satisfy outdoor and indoor, active and passive recreational needs and be appropriately distributed throughout the community.

6-01-02 Ensure that existing and planned park and recreation areas are protected from adverse impacts associated with incompatible land uses and/or transportation activities. Such adverse impacts may include

WORKING DRAFT

traffic congestion, inadequate parking, surface water runoff, vibration, air and water pollution, noise, among others.

6-01-03 Ensure that park and recreation areas of local significance (cultural, historical, environmental, natural, wildlife, waterfront, tidal, special use or other) are identified and protected.

6-01-04 Maintain existing recreation facilities and sustain recreation programs. Actively seek funding to provide adequate recreation facilities and programs for underserved neighborhoods. Pursue joint-use and shared-cost opportunities such as: Interlocal agreements with other governmental agencies, collaborative opportunities with interdepartmental projects, public/private partnerships and volunteerism to develop new parks and facilities and maintain existing parks and facilities. Encourage the State of Washington to maintain and preserve in a sustainable manner its park land located within Des Moines in perpetuity.

6-01-05 Support economic development through an aesthetically pleasing environment by providing: city gateways and signage to include directional road signs to recreational facilities; well maintained streetscapes; adequate parking at recreational facilities; and improving and maintaining waterfront facilities.

6-01-06 Utilize a ratio of 6.5 acres per 1,000 population combined park land (including mini, neighborhood, community, special use, sports fields/complexes, trails and pathways, conservancy and open space areas which are typically undeveloped) as a general guide in the acquisition of park lands.

6-01-07 Ensure community recreational needs are considered during planning stages of all single family, multi-family, subdivisions and planned unit residential developments; retail, commercial and business park development; educational institutions, utilities and other governmental facilities development.

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

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

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

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

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

WORKING DRAFT

POLICIES AND IMPLEMENTATION STRATEGIES

Policies

6-03-01

Park Land Acquisition

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

6-03-04

Park & Facility Improvement

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

WORKING DRAFT

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

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

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

6-03-06 Park Operations & Maintenance

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

WORKING DRAFT

6-03-07 Economic Development

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

6-03-08 Healthy Community

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

Implementation Strategies

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

- Coordinate and maintain procedures for conservation of open space through mechanisms such as zoning, donation, purchase of easements, conservation easements with coordinated planning, taxing and management actions.
- Ensure that proposed land-use and transportation facilities that would subject locally significant parks, golf courses, ball fields, outdoor spectator sports areas, amusements areas, riding stables, nature trails and wildlife refuges to exterior noise exposure levels which exceed limits identified in the DMMC are opposed or include mitigation measures commensurate with the magnitude of adverse impact anticipated.
- Where appropriate for recreation or open-space purposes, transfer derelict land, easements, tax delinquent land, surplus roadway/highway rights-of-way, and other land not presently in productive use where such land can be used for land exchange, purchase or long-term leases.

WORKING DRAFT

- Make maximum use of lands associated with surface water management and other public utilities to meet recreation needs.
- Enforce regulations for new residential, business, commercial or industrial development and redevelopment which require either the dedication of park lands, provision of recreation facilities and/or payment of impact fees or fees in-lieu of land to a park and recreation trust fund.
- Work with conservation groups and the private sector to encourage donations, bargain sales of land or recreation or conservation easements through equitable incentives and to identify, acquire and conserve or manage natural open space areas and other recreational land.

6-04-02

Encourage Joint Use of Existing Physical Resources:

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

6-04-03

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

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

6-04-04

Provide Appropriate & Responsive Recreation Services through Specific Planning:

- Coordinate recreation planning with other human services planning, including schools and law enforcement; coordinate park and facility planning with land-use planning in the City and sphere areas and surrounding communities or neighborhoods.

WORKING DRAFT

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

6-04-05

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

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

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City of Des Moines

2003 Parks, Recreation & Senior Services Master Plan

Parks & Recreation Facilities

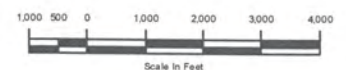


Park Types

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

Trails

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



File: MP_Parks.mxd January 2003
Product of City of Des Moines GIS

City of Des Moines

2003 Parks, Recreation & Senior Services Master Plan

Trails & Bicycle Facilities



Existing Pedestrian And Bicycle Facilities

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

Proposed Pedestrian And Bike Facilities

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

Des Moines Parks By Class

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



File: MP_Trails.mxd February 2003
Product of City of Des Moines GIS

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AGENDA ITEM

BUSINESS OF THE CITY COUNCIL

City of Des Moines, WA

SUBJECT: Draft Ordinance 15-038: Surface
Water Management Rates

AGENDA OF: April 9, 2015

DEPT. OF ORIGIN: Planning, Building and
Public Works

ATTACHMENTS:

1. Draft Ordinance 15-038 (showing markups)
2. SWM Comprehensive Plan - Scenario
Summary

DATE SUBMITTED: April 2, 2015

CLEARANCES:

[X] Legal

[X] Finance

[] Marina N/A

[] Parks, Recreation & Senior Services N/A

[X] Planning, Building & Public Works **DJB**

[] Police N/A

[] Courts N/A

APPROVED BY CITY MANAGER
FOR SUBMITTAL:

Purpose and Recommendation:

The purpose of this agenda item is for the Council to consider Draft Ordinance 15-038 for adjusting the Surface Water Management Utility rates based on the recommendations of the adopted 2015 Surface Water Comprehensive Plan. The Council was briefed on the Comprehensive Plan by the consultant on March 12, 2015 and staff was directed to prepare an Ordinance that followed Service Level Scenario 3 of the Plan. Staff recommends the Council enact Draft Ordinance 15-038.

Suggested Motions:

Motion 1 "I move to suspend Rule 26(A) in order to enact Draft Ordinance No. 15-038 on the first reading."

Motion 2 "I move to enact Draft Ordinance No. 15-038 adjusting the surface water service charges and charges for development permits based on the findings and recommendations of the adopted City of Des Moines 2015 Surface Water Comprehensive Plan, Service Level Scenario 3."

Background:

The City of Des Moines 2015 Surface Water Comprehensive Plan was adopted by Council on March 12, 2015. The Plan included four Service Level options, with Service Level Scenario 3 being the recommended option providing for the immediate addition of 1.0 FTE for maintenance, the eventual addition of 1.0 FTE for engineering to support CIP implementation as growth of the utility permits, and sufficient capital funding to fund all of the high priority projects identified by the plan by 2025.

Discussion:

The 2015 base rates for each rate classification are shown in Appendix A of the Draft Ordinance. The base rates will continue to be adjusted annually for inflation using a weighted formula using 70% of the Seattle Consumer Price Index (CPI) and 30% of the Construction Cost Index (CCI) corresponding to the proportional share of the rate revenue going to each of the operation and capital improvement programs. For 2016, 2017, 2018, and 2019, the base rates shown in Appendix A are adjusted for inflation and then increased by 3.7%. For the subsequent years of 2017, 2018, and 2019, the then adjusted base rates would be also be adjusted for inflation and increased annually by an additional 3.7%. For the subsequent years of 2020 and 2021, the then adjusted base rates would be also be adjusted for inflation and increased annually by an additional 2.7%.

Service Level Scenario 3 of the Plan also adjusts the Development Fee to \$1,550 per equivalent billing unit (EBU). It should be noted that the current code applies a charge of \$1,164.76 per 2,400 square feet of added impervious area rather than per EBU as defined by DMMC 11.12.010. The Draft Ordinance clarifies this section of the code to apply the fee using the EBU as recommended by the Comprehensive Plan.

Financial Impact:

Under Scenario 3, rates would increase by 3.7% above inflation for years 2016-2019 and 2.7% above inflation for years 2020-2021.

The General Facility Charge (Development Fee) would increase from the current \$1,164.76 per 2,400 square feet of added impervious area to \$1,550 per equivalent billing unit (3,450 square feet of added impervious area).

Alternatives:

No alternatives provided.

Recommendation/Conclusion:

Staff recommends that Council enact Draft Ordinance 15-038 on a first reading.

Concurrence:

Legal, Planning, Building and Public Works and the Finance Departments concur.

ENGINEERING'S FIRST DRAFT 4/2/2015

DRAFT ORDINANCE 15-038

AN ORDINANCE OF THE CITY OF DES MOINES, WASHINGTON relating to surface water management, amending DMMC 11.12.020 and DMMC 11.12.030, to adjust surface water service charges and charges for development permits based on the findings and recommendations of the adopted City of Des Moines 2015 Surface Water Comprehensive Plan, prepared by Parametrix, Inc.

WHEREAS, the City Council of the City of Des Moines first established surface water utility rates and charges in Ordinance No. 860, enacted October 11, 1990, and

WHEREAS, Ordinance No. 860 was amended by Ordinance No. 990, enacted November 19, 1992, to apply a cost of living increase of approximately 3.15 percent, effective in 1993, and

WHEREAS, Ordinance No. 990 was amended by Ordinance No. 1065, enacted November 18, 1993, to apply a cost of operation increase of approximately 2 percent, effective in 1994, and

WHEREAS, Ordinance No. 1065 was amended by Ordinance No. 1173, enacted November 21, 1996, to apply a cost of operation increase of approximately five percent (5%), effective in 1997, and

WHEREAS, Ordinance No. 1173 was amended by Ordinance No. 1220-A, enacted October 29, 1998, to apply a cost of operation adjustment to charges for surface water drainage services to be consistent with the Surface Water Management Financial Forecast, and

WHEREAS, Ordinance No. 1220-A was amended by Ordinance No. 1246, enacted November 18, 1999, to apply a cost of operation adjustment to charges for surface water drainage services and to add participation charges for new development permits, and

WHEREAS, on October 13, 2005, the City Council of the City of Des Moines considered the findings and recommendations of the Surface Water Management Rate Study presented by John Ghilarducci of Financial Consulting Solutions Group, Inc., and

4/2/15, V.3

Ordinance No.
Page 2 of 7

WHEREAS, Ordinance No. 1368 was enacted on November 13, 2005, to adjust surface water drainage service charges, to amend participation charges for development permits, and to apply an inflation adjustment, and

WHEREAS, Ordinance No. 1437 was enacted on September 25, 2008, to adjust surface water drainage services charges, to revise the annual inflation rate calculation, and to specify an effective date for applying the drainage service charges to new development, and

WHEREAS, Ordinance No. 1441 was enacted on November 13, 2008, imposing a six percent (6%) Surface Water Management Utility Tax, and

WHEREAS, Ordinance No. 1496 was enacted on November 18, 2010, to revise the annual inflation index calculation to a minimum rate increase of zero percent, and

WHEREAS, Ordinance No. 1574 was enacted on August 8, 2013, adopting by reference the "Final Report for the Stormwater Rate Structure Study - July 2013", by Financial Consulting Solutions Group, amending the definition equivalent billing unit (EBU), replacing the property classification base rates, eliminating the 70% discount for private streets, and amending DMMC 11.12.080 for rate adjustments in service charges, effective 2014, and

WHEREAS, Ordinance No. 1608 was enacted on November 6, 2014, amending chapter 3.92 DMMC by increasing the City's SWM utility tax rate by two percent (2%) for a period of five years, effective 2015 through 2020, and

WHEREAS, the City Council finds that surface water management is an essential service of the City of Des Moines, and

WHEREAS, on March 12, 2015, the City Council of the City of Des Moines having considered the findings and recommendations of the "City of Des Moines 2015 Surface Water Comprehensive Plan", prepared by Parametrix, Inc., and the City Council having

Ordinance No.
Page 3 of 7

considered recommendation Scenario 3 from the Plan; now therefore,

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

Sec. 1. DMMC 11.12.020 and section 2 of Ordinance No. 860 as amended by section 1 of Ordinance No. 927 as amended by section 1 of Ordinance No. 990 as amended by section 1 of Ordinance No. 1065 as amended by section 1 of Ordinance 1083 as amended by section 1 of Ordinance 1173 as amended by section 1 of Ordinance No. 1220-A as amended by section 2 of Ordinance No. 1246 as amended by section 1 of Ordinance No. 1368 as amended by section 1 of Ordinance No. 1437 as amended by section 1 of Ordinance 1496 as amended by section 4 of Ordinance No. 1574 are each amended to read as follows:

Service charge established for surface water service.

There is established a system of service charges for surface water drainage service against all developed properties in the City.

(1) Monthly surface water utility rates shall be established on the basis of whether the developed property is used for a single-family unit, multifamily units, commercial properties, or nonprofit properties. Rates for all other surface water goods and services shall be established by executive order of the City Manager and published at the office of the Planning, Building and Public Works Department.

(2) The rates for surface water drainage service shall be as reflected on Appendix "A", attached to the Ordinance codified in this section, which is incorporated herein by this reference. The baseline rates contained in Appendix "A" are the effective rates for 2015.

Ordinance No.
Page 4 of 7

~~shall take effect January 1, 2014.~~ Effective January 1, 201~~5~~6 and January 1st of each succeeding year thereafter, rates for surface water drainage service shall be established by, first, taking the rate service charge for the previous year (this figure is hereinafter referenced as the "base sum"); second, multiplying the base sum by a combination index of the Engineering News Record (ENR) Construction Cost Index (CCI) for the City of Seattle on March 31st of the current year and the Seattle Consumer Price Index (CPI-Urban Consumers), as measured for the 12-month period ending in June of the previous year as published by the U.S. Bureau of Labor and Statistics. The applicable index shall be calculated for the upcoming year as 30 percent of the ENR CCI for Seattle plus 70 percent of the Seattle CPI; and, third, adding the results to the base sum. ~~Beginning January 1, 2010, and on~~ January 1st of each succeeding year, the rates shall be established by applying updated CCI, CPI, and the end figures in like manner to the rates of the previous year. ~~Beginning January 2011, and on each succeeding year, s~~Should the combined CCI/CPI inflation index as calculated above be less than zero, then the base sum shall remain the same as the previous year. Effective January 1, for years 2016, 2017, 2018 and 2019, the rates after applying the CCI/CPI index, shall be increased by an additional 3.70%. Effective January 1, for years 2020 and 2021, the rates after applying the CCI/CPI index, shall be increased by an additional 2.70%

(3) The monthly surface water service charge as applied to new development activity resulting in 500 square feet or more impervious area shall become effective on the date the land

Ordinance No.
Page 5 of 7

was cleared, graded or modified for the development as documented by the public works director. For new subdivisions, the effective date shall be approval date of the plat.

Sec. 2. DMMC 11.12.030 and section 3 of Ordinance No. 860 as amended by section 3 of Ordinance No. 1246 as amended by section 2 of Ordinance No. 1368 are each amended to read as follows:

Charges for development permits.

For properties requesting development permits after January 1, 1991, a development permit is hereby established. The development permit charge reflects the previous costs to the City of providing the storm drainage system serving the property at the time of the request for a development permit. The lack of a physical connection system does not preclude the development permit from this charge. Installation of infiltration systems shall not exempt the property from the development permit charge.

(1) The development permit charge shall be computed on the following basis:

Development Permit Charge Charge =	Square Footage of Impervious Area to Be Developed on Property X Base Charge
	2,400 sq. ft. Equivalent
<u>Billing Unit</u>	

(2) Effective January 1, ~~2001~~2016, the base charge shall be ~~\$690.00~~\$1,550.00.

~~Effective January 1, 2007, the base charge shall be increased using the March 31, 2006, ENR CCI plus an additional \$120.00.~~

~~Effective January 1, 2008, the base charge shall~~

Ordinance No.

Page 6 of 7

~~be increased using the March 31, 2007, ENR CCI plus an additional \$123.00.~~

(3) Effective January 1, ~~2009~~2017, and January 1 of succeeding years, the base charge shall be increased by the ENR CCI for March 31 of the previous year.

(4) The development permit charge shall be computed to the nearest 0.1 EBU.

(5) The minimum development permit charge shall be the Base Charge. There shall be no development permit charge for expansion or remodeling of single-family units.

Sec. 3. 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. 4. Effective date. This Ordinance shall take effect and be in full force January 1, 2016.

PASSED BY the City Council of the City of Des Moines this ___th day of ___, 2015 and signed in authentication thereof this ___th day of ___, 2015.

M A Y O R

APPROVED AS TO FORM:

Ordinance No.
Page 7 of 7

City Attorney

ATTEST:

City Clerk

Published:

Effective Date: January 1, 2016

Appendix "A"

Draft Ordinance No. 15-038

Effective January 1, ~~2014~~2015, the following baseline rates shall be charged for goods and services provided by the utility for the City of Des Moines:

(1) Single-family Developed Properties.

(a) The monthly service charge for all single-family developed properties with impervious surface area between 500 square feet and 2,800 square feet on the property are charged ~~\$10.82~~11.21.

(b) The monthly service charge for single-family developed properties with impervious surface area between 2,800 square feet and 4,350 square feet on the property are charged ~~\$14.24~~14.76.

(c) The monthly service charge for single-family developed properties with impervious surface area between 4,350 square feet and 7,500 square feet on the property are charged ~~\$20.31~~21.05.

(d) The monthly service charge for single-family properties with impervious surface area greater than 7,500 square feet on the property is computed in accordance with the following formula:

$$\begin{array}{rcl} \text{Monthly Service} & & \text{\$14.24} \text{ } \text{\del{14.76}} \times \text{Square Footage} \\ \text{Charge} = & & \text{of Impervious Area} \\ & & \hline & & 3,450 \text{ sq. ft.} \end{array}$$

(2) Multi-family Properties. The monthly service charge for all multi-family properties is based on the impervious surface area on the property in accordance with the following formula:

$$\begin{array}{rcl} \text{Monthly Service} & & \text{\$14.24} \text{ } \text{\del{14.76}} \times \text{Square Footage} \\ \text{Charge} = & & \text{of Impervious Area} \\ & & \hline & & 3,450 \text{ sq. ft.} \end{array}$$

Appendix A
 Draft Ordinance No. 15-038
 Page 2 of 2

(3) Commercial Properties. The monthly service charge for all commercial properties is based on the impervious surface area on the property in accordance with the following formula:

Monthly Service Charge =	$\frac{\$14.2414.76 \times \text{Square Footage of Impervious Area}}{3,450 \text{ sq. ft.}}$
--------------------------	--

(4) Nonprofit Properties. The monthly service charge for all nonprofit properties is based on the impervious surface area on the property in accordance with the following formula:

Monthly Service Charge =	$\frac{\$14.2414.76 \times \text{Square Footage of Impervious Area}}{3,450 \text{ sq. ft.}}$
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OUR RECOMMENDATION

Service Level	Operations	Capital Funding
Scenario 1	▪ Immediate personnel additions for NPDES inspections, non-NPDES inspections, input backlog of maintenance records - 1.0 FTE (maintenance) in 2015	▪ Fund as many High Priority projects as possible (# depends on reduction in City Pipe Program)
Scenario 2	▪ Immediate personnel additions for NPDES inspections, non-NPDES inspections, input backlog of maintenance records - 1.0 FTE (maintenance) in 2015	▪ Fund as many High Priority projects as possible (14 estimated) ▪ Maintain City Pipe Program
Scenario 3	▪ Immediate personnel additions for NPDES inspections, non-NPDES inspections, input backlog of maintenance records - 1.0 FTE (maintenance) in 2015 ▪ Eventual personnel addition to support CIP implementation. - 1.0 FTE (engineer) as growth permits (est. 2021)	▪ Fund all High Priority projects by 2025 ▪ Maintain City Pipe Program
Scenario 4	▪ Immediate personnel additions for NPDES inspections, non-NPDES inspections, input backlog of maintenance records - 1.0 FTE (maintenance) in 2015 ▪ Immediate personnel addition to support CIP implementation. - 1.0 FTE (engineer) in 2015	▪ Fund all High Priority & Medium Priority projects by 2025 ▪ Maintain City Pipe Program

SCENARIO SUMMARY

<u>Rate Increases</u>	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Scenario 1	3.65%	2.30%	2.30%	2.30%	2.30%	2.30%	2.30%	2.30%	2.30%	2.30%
Scenario 2	3.65%	4.00%	4.00%	3.00%	2.30%	2.30%	2.30%	2.30%	2.30%	2.30%
Scenario 3	3.65%	6.00%	6.00%	6.00%	6.00%	5.00%	5.00%	2.30%	2.30%	2.30%
Scenario 4	3.65%	11.00%	11.00%	11.00%	9.00%	8.00%	6.00%	2.30%	2.30%	2.30%

<u>Monthly Rate / EBU</u>	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Scenario 1	\$ 14.76	\$ 15.10	\$ 15.45	\$ 15.80	\$ 16.17	\$ 16.54	\$ 16.92	\$ 17.31	\$ 17.70	\$ 18.11
Scenario 2	\$ 14.76	\$ 15.35	\$ 15.96	\$ 16.44	\$ 16.82	\$ 17.21	\$ 17.60	\$ 18.01	\$ 18.42	\$ 18.85
Scenario 3	\$ 14.76	\$ 15.65	\$ 16.58	\$ 17.58	\$ 18.63	\$ 19.57	\$ 20.54	\$ 21.02	\$ 21.50	\$ 21.99
Scenario 4	\$ 14.76	\$ 16.38	\$ 18.19	\$ 20.19	\$ 22.00	\$ 23.76	\$ 25.19	\$ 25.77	\$ 26.36	\$ 26.97

<u>General Facility Charges / EBU</u>	
Scenario 1	\$ 1,456
Scenario 2	\$ 1,455
Scenario 3	\$ 1,550
Scenario 4	\$ 1,743

[a] Rate increases shown assume a minimum 2.30% inflationary increase and per Ordinance 1437, rates are adjusted annually for inflation and may be higher or lower depending on the actual cost indices.