



IMAGINE
DES MOINES
2044

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CHAPTER 1: Introduction

The City of Des Moines (City) Comprehensive Plan is a 20-year plan that articulates the community's vision and values about how to grow into the future. The goals, policies and implementation strategies included in this Plan provide a basis for the City's regulations and guide future decision-making. The Plan also addresses targeted population, housing, and employment growth, and how facilities and services will be maintained or improved to accommodate expected growth between now and the year 2044.

The Comprehensive Plan guides how Des Moines will work with Tribal Nations, partners, stakeholders, state and regional agencies, and the public and plans for growth that will occur on the ancestral lands of the Coast Salish peoples. In respect for and acknowledgment of their legacy, this Plan seeks to create a livable, equitable, and sustainable home for current and future generations.

This introduction section provides information about our community, our vision for 2044, and a description of the comprehensive planning process.

LAND ACKNOWLEDGEMENT

The Comprehensive Plan guides how the City of Des Moines will work with Tribal Nations, partners, stakeholders, state and regional agencies, and the public as we plan for growth that will occur on the ancestral lands of the Coast Salish peoples. The City recognizes the importance of continuous collaboration with the Coast Salish peoples who have stewarded the Salish Sea since time immemorial. In respect for and acknowledgment of their legacy, this Plan seeks to foster meaningful exchange of information with Tribes, preserve the region's cultural heritage, and create a livable, equitable, and sustainable home for current and future generations.

OUR COMMUNITY

Des Moines is situated on Puget Sound midway between Seattle and Tacoma, Washington. Geographically, the City is long and narrow (6.3 miles long and 2.1 miles wide) and covers 4,340 acres. The City is divided into nine neighborhoods, each providing a variation in density, housing, commercial opportunities, and amenities (Figure 1-1).

The City was incorporated on June 17, 1959 and is currently developed as a suburban residential community. Between the time of incorporation and the year 2000, the City experienced significant population growth which

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was primarily the result of annexations from King County. In more recent years, the City has experienced moderate growth, and will continue to grow per its classification as a High Capacity Transit Community.

According to the 2024 Washington State Office of Financial Management estimates, Des Moines had a population of 33,400 in 2024, ranking as the 29th largest city in the state and the 14th largest city in King County. Figure 1-2 shows the growth trend.

With each passing year, Des Moines becomes more diverse in race. Figure 1-3 shows the makeup of the community, which is roughly 50% white, with the Hispanic/ Latino population (of any race) at 19%, followed by Asian at 12% and Black or African American at 9%. One-quarter of the population is foreign-born.

Per the U.S. Census Bureau's 2019-2021 American Community Survey (ACS), the median age in Des Moines was 38; the share of population which is age 62 or older was 18%.

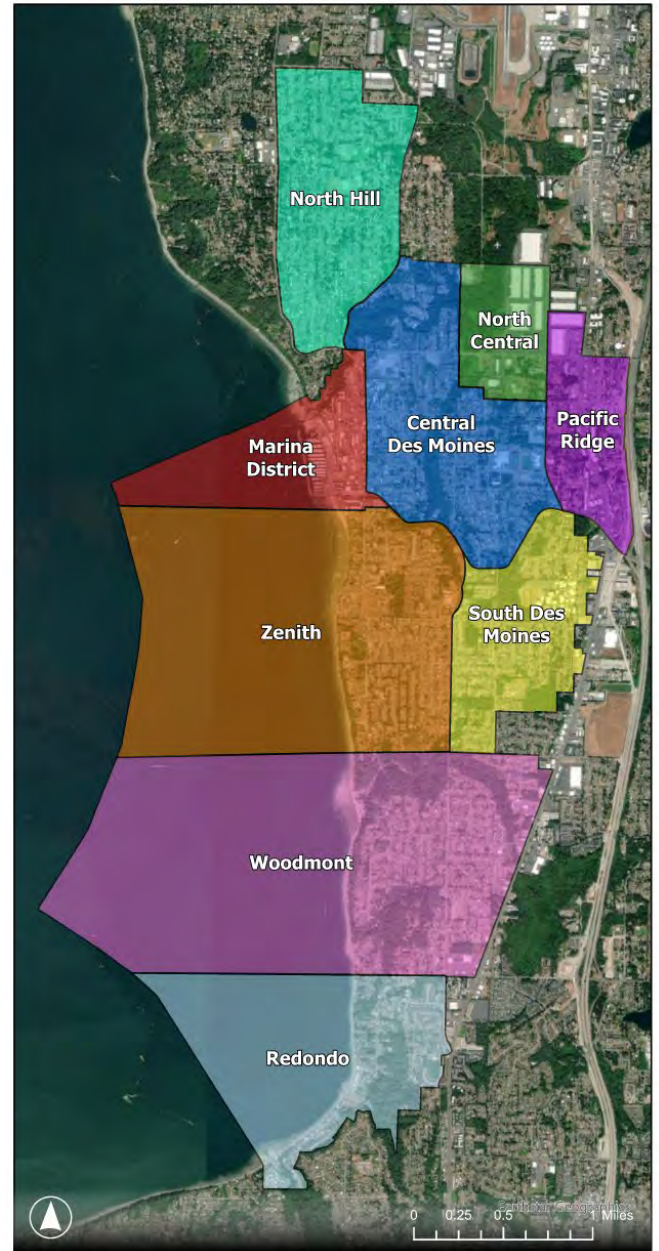


Figure 1-1: Des Moines, Washington Neighborhoods

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The ACS data show the median income for a household in the City was \$73,131 while the per capita income for the city was \$38,185. Approximately 11% of the city's population lives at or below the poverty level, which indicates an improvement as compared to the previous figure of 15% which was reported by the US Census for 2008-2013 data. Major employers in Des Moines are the Highline School District, Highline College, the City of Des Moines, the US government (General Services Administration's and Federal Aviation Administration) and two retirement centers.

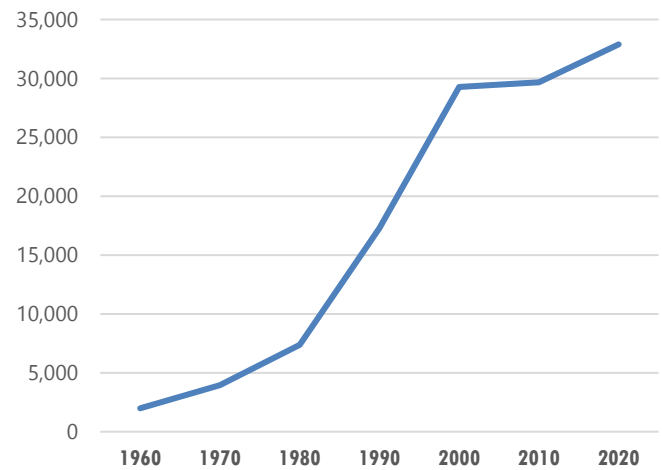


Figure 1-2: Population Growth

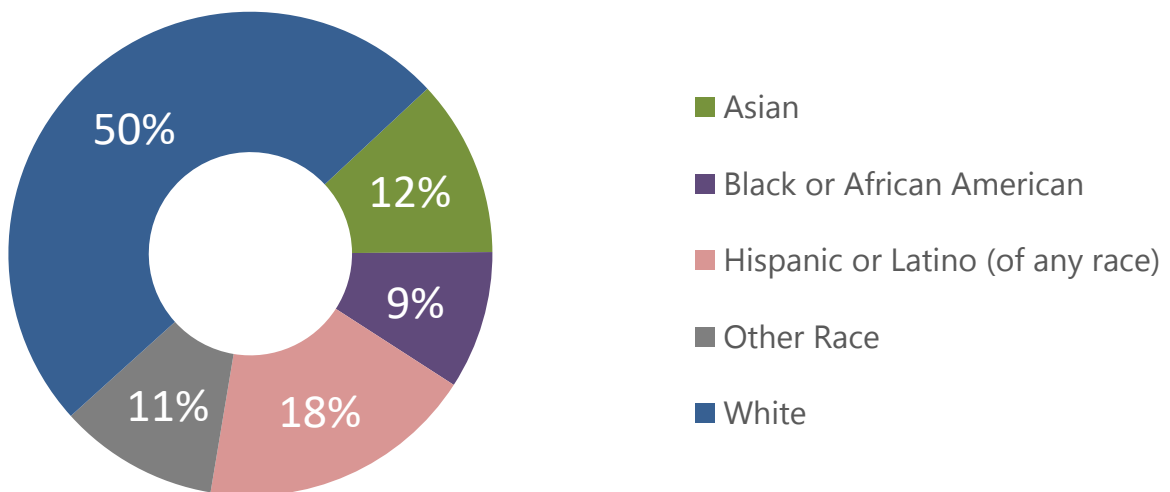


Figure 1-3: Des Moines Population by Race and Hispanic or Latino ethnicity, 2020

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023

LOOKING FORWARD TO 2044

The City's mission (as revised by the Council during a November 2024 retreat) is "Des Moines is a waterfront community; building a safe, sustainable environment by providing a high quality of life for all to live, work, and play." Looking forward to the year 2044, the City Council's vision for Des Moines is :

"Be the premier waterfront destination in the Pacific Northwest."

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Additionally, the core values of the City of Des Moines are:

- Safety
- Sustainability
- Integrity
- Transparency
- Innovation

Growth and development within Des Moines are influenced by activities outside the city and external factors including state regulations; regional economic trends, development plans, transportation systems and commuting patterns; development within bordering jurisdictions; and local influences such as Seattle-Tacoma International Airport (Sea-Tac Airport) and Highline College.

Just over 4 million people live in the central Puget Sound region and forecasts indicate the region will grow to 5.8 million by 2050. The region is projected to add about 1.2 million jobs by 2050. This growth, identified in the Puget Sound Regional Council's (PSRC) VISION 2050 plan for the region, is being allocated to the four-county region – King, Pierce, Snohomish, and Kitsap Counties. King County will need to accommodate 366,377 new housing units and 490,103 new jobs between 2019 and 2044.

King County's Growth Management Planning Council (GMPC) has historically set household and employment growth targets for cities in the county, documented in the Countywide Planning Policies (CPPs). In addition, the process of allocating growth is now based on the amount of net new housing needed to plan for and accommodate an equitable distribution of housing choices across all jurisdictions that is affordable to all economic segments of the population of the county, as provided by the Department of Commerce. These targets have been distributed in accordance with the PSRC's regional geographies of Metropolitan Cities, Core Cities, High-Capacity Transit Communities, Cities and Towns, and Urban Unincorporated areas. Des Moines falls within the "High-Capacity Transit Communities" regional geography. The current targets established by the GMPC are for the period 2019-2044¹.

***Des Moines needs to plan for an additional
3,800 Housing Units and 2,380 New Jobs
plus 726 new permanent Emergency Housing Units.***

It is important to consider how the community can grow in ways that support economic development and job growth; create strong neighborhoods with a range of housing, commercial, and transportation options; and champion healthy neighborhoods that provide residents and visitors with a clean environment.

¹ 2021 King County Countywide Planning Policies amended via King County Ord. 19660 (Aug 15, 2023; ratified Nov. 30, 2023)

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THE COMPREHENSIVE PLAN

The *Des Moines Comprehensive Plan* serves as a roadmap that expresses our community's goals and aspirations for how we want to grow and prosper into the future. It is the City's official policy guide that defines—through goals, policies, and implementation strategies—how Des Moines should best accommodate forecasted household and job growth, manage traffic, provide open space and recreational opportunities, and deliver other vital services. The plan is "comprehensive" in both scope and coverage. It addresses the use of land and buildings, the movement of traffic and pedestrians, the provision of parks, schools, and public facilities, and protection of the environment. It also addresses residential neighborhoods, commercial areas, public and institutional lands, and public rights-of-way. It provides a guide for public investments and capital improvements and can help to ensure that public taxes and revenues are invested wisely. Finally, the comprehensive plan serves as a marketing tool to promote Des Moines' unique assets, and help to attract new people, families, businesses, investment, and development to our community.



As a companion to the Comprehensive Plan, the Des Moines Municipal Code along with federal and state regulations provide the requirements for the permitting, development and use of land and buildings that implement many of the goals, policies, and implementation strategies contained in the Plan.

RELATIONSHIP TO THE GROWTH MANAGEMENT ACT

The State of Washington adopted the Growth Management Act (GMA) in 1990. This legislation requires comprehensive plans to include specific elements; obligates cities to adopt implementing regulations and counties to develop Countywide Planning Policies (CPPs) to address regional issues; and establishes protocols and deadlines for these tasks. The state legislature frequently adjusts the GMA; it has evolved over the past decades and extensive, substantial changes legislation passed in 2022 and 2023 regarding climate and housing.

The GMA now sets out fifteen statutory goals that guide the development of comprehensive plans. For a plan to be valid, it must be consistent with these goals and the specific requirements of the Act. Consistency, in this context, means that the comprehensive plan shall be consistent with the state statutory goals, CPPs, and plans of adjacent jurisdictions.

The fifteen statutory goals identified in the state legislation are summarized as follows:

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• Guide urban growth to areas where urban services can be adequately provided;
• Reduce urban sprawl;
• Encourage efficient multi-modal transportation systems that reduce the amount of vehicle miles traveled and reduce greenhouse gas emissions;
• Encourage the availability of affordable housing to all economic segments of the population;
• Encourage economic development throughout the state;
• Assure private property is not taken for public use without just compensation;
• Encourage predictable and timely permit processing;
• Maintain and enhance natural resource-based industries;
• Encourage retention of open space and green space and development of recreational opportunities;
• Protect and enhance the environment and enhance the state's quality of life;
• Encourage the participation of citizens in the planning process including those in vulnerable populations or from overburdened communities;
• Ensure adequate public facilities and services necessary to support development;
• Identify and preserve lands and sites of historic and archaeological significance;
• Adapt to and mitigate the effects of a changing climate while supporting reductions in greenhouse gas emissions; and
• Manage shorelines of statewide significance.

RELATIONSHIP TO THE COUNTYWIDE PLANNING POLICIES AND VISION 2050

As part of the comprehensive planning process, King County and its cities have developed Countywide Planning Policies. These policies were designed to help the 39 cities and the County to address growth management in a coordinated manner. The policies are adopted by the King County Council, and subsequently ratified by cities. Taken together, the CPPs try to balance issues related to growth, economics, land use, and the environment including climate change. Specific CPP objectives include:

- Implementation of Urban Growth Areas;
- Promoting contiguous and orderly development;
- Siting of public and capital facilities;
- Establishing transportation facilities and strategies;
- Creating affordable housing plans and criteria;
- Addressing social equity and health; and
- Ensuring favorable employment and economic conditions in the county.

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In addition to the GMA and CPPs, Des Moines' Comprehensive Plan is guided by the multi-county policies (known as MPPs) of VISION 2050, the regional plan developed by PSRC. VISION 2050 is an integrated, long-range vision for maintaining a healthy region by promoting the well-being of people and communities, economic vitality, and a healthy environment. It contains an environmental framework, a Regional Growth Strategy, and policy sections that are guided by overarching goals, implementation actions, and measures to monitor progress.

WHY IS THE COMPREHENSIVE PLAN IMPORTANT?

The Comprehensive Plan is used as a guide to decide where housing and business growth should occur, what transportation system and public services will be needed to support the growth, what types of businesses and jobs to attract, what types of housing to allow and encourage, how to protect environmentally sensitive areas and promote environmental sustainability and resiliency, and what values unite the community. The Plan is the basis for zoning and other associated development regulations, which in turn guides development permits and projects in the City and guides city investments.

HOW IS THE COMPREHENSIVE PLAN USED?

The Plan sets the framework for the City's land-use pattern and what uses are allowed where. It also provides for the basis for regulations such as zoning, building height, landscaping, sign standards, protection of streams and wetlands, and other development regulations. The Plan is also the policy basis for decisions in reviewing development projects and evaluating and/or mitigating impacts under the State Environmental Policy Act.

WHO DECIDES WHAT THE PLAN SAYS?

The City engages the community to develop a shared vision based on common values, desires, and goals. Public meetings and hearings are held to obtain public comment on the draft Plan. The City Council takes the public comments and testimony into consideration before approving the final Plan.

For the 2024 Plan update, public engagement was at the forefront of the project. The City established a dedicated website for the project which was called "Imagine Des Moines 2044" and used a consistent branding and logo to identify the effort in a unique way. A public survey (conducted in English and Spanish) was held in late 2023 which garnered 482 responses, far exceeding the number of survey responses from the 2015 update process (which had 125 survey participants). The survey was promoted online via social media and in-person at the Farmers Market and National Night Out. Questions in the survey sought to identify community priority areas to address in the update. Survey results identified priority areas respondents would like to see more of, including increased neighborhood commercial uses, community facilities, and general commercial uses. Respondents also expressed a desire to focus on equity, outreach, and representation of all



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community members. The following topics were identified as the top five areas of importance in the city, listed in order of priority:

1. Preserving natural space
2. Public health and safety
3. Accommodating future growth
4. Affordability (housing, taxes, etc.)
5. Economic opportunity (including access to jobs)

Next, articles in the city's newsletter, "City Currents" were also featured to inform the community and drive meaningful engagement. Community Development department staff and consultants also talked directly to community members at the Farmers Market and at a National Night Out event booth.

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



WHAT TOPICS ARE ADDRESSED IN THE COMPREHENSIVE PLAN?

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

Chapter 1: Introduction

Chapter 2: Land Use Element*

Chapter 3: Transportation Element*

Chapter 4: Conservation, Energy, and Environment Element*

Chapter 5: Capital Facilities, Utilities, and Public Service Element*

Chapter 6: Parks, Recreation and Open Space Element

Chapter 7: Housing Element*

Chapter 8: Economic Development Element

Chapter 9: North Central Neighborhood Element

Chapter 10: Marina District Neighborhood Element

Chapter 11: Pacific Ridge Neighborhood Element

Chapter 12: Healthy Des Moines Element

CHAPTER 2: Land Use Element

BACKGROUND AND CONTEXT

The Land Use Element addresses the general location and distribution of land uses within the City of Des Moines (City), the design and quality of the built environment, and provides the framework for other Plan Elements that guide aspects of land use such as Transportation, Conservation, Capital Facilities, Utilities, Public Services, Parks, Recreation, Open Space, Housing, Economic Development, and neighborhood subareas. The goals, policies, and strategies listed in this element are meant to promote land use decisions and zoning to create future development opportunities in suitable locations for the next 20 years.



Des Moines needs to plan for an additional 3,800 housing units, 726 new permanent Emergency Housing units, and 2,380 new jobs by 2044¹. As planning for the future takes place, we need to consider how to grow in ways that promote economic development and family wage jobs; create strong neighborhoods with a range of housing, commercial, and transportation options; and foster healthy communities and a clean environment.

Des Moines is a highly developed community with established patterns of land use. Primarily developed as a residential community, the City is poised to evolve into a vibrant suburban center and fulfill its role as a High Capacity Transit Community pursuant to Puget Sound Regional Council's (PSRC) VISION 2050. Diversifying our local economy and attracting new

development will enable Des Moines to sustain itself in the future by providing a range of jobs, housing, business, and lifestyle choices within our community as well as the broader Puget Sound Region. This will help to strengthen the financial health of our community and reduce the tax burden on residential property owners.

Residential neighborhoods provide a range of housing type, size, style, and affordability. The Marina District and Pacific Ridge Neighborhoods serve as the City's primary mixed-use commercial centers while the North Central Neighborhood and the Pacific Highway South Corridor provide opportunities for larger scale commercial and light industrial development.

¹ Number of new housing units needed between 2019 and 2044

Figure 2.1 - Land Use Map

City of Des Moines
Comprehensive Plan
Land Use Map

- RESIDENTIAL**
- MF - Multifamily
 - PR-R - Pacific Ridge Residential
 - SF - Single Family
 - T - Townhome
 - TC-R - Transit Community Residential
 - TC-T - Transit Community Townhome
- COMMERCIAL**
- BP - Business Park
 - COM - Commercial
 - IC - Institutional Campus
 - PARK - Park
 - PF - Public Facility
 - PR-C - Pacific Ridge Commercial
 - PR-M - Pacific Ridge Mixed
 - TC-M - Transit Community Mixed
- Innovation District
- Des Moines City Limits
- Streams
- Neighborhood Planning Areas
- Planned Unit Development

**CITY OF DES MOINES
COMPREHENSIVE PLAN MAP SERIES**
This map series is intended for general planning purposes related to the City of Des Moines Comprehensive Plan.



800 400 0 800 1,600 2,400
Scale In Feet



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Map Generated: Sep 12, 2025
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File: PreferredLandUseEditor.aprx

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The Comprehensive Plan Land Use Map (Figure 2-1), identifies the land use classifications and densities recommended for each area of the City. The Zoning Map and Zoning Code establish the corresponding zoning classifications and associated development regulations. These designations help to achieve the City's vision for sustainable growth that provides housing choices; locates population centers adjacent to transit and services; provides areas to grow businesses, services, jobs and entertainment; includes appropriate transitions between uses with differing intensities; safeguards the natural environment; and maintains Des Moines' sense of community.

Figure 2-2 summarizes the percentage of the City's land area allocated to these land use designations, among broad categories. Land use assumptions were developed utilizing the PSRC growth targets and Des Moines Urban Growth Capacity data provided in Appendix A. As indicated by the 2021 Urban Growth Capacity Study (King County), Des Moines has adequate capacity to accommodate the City's 2044 housing and job targets with a remaining surplus capacity. The City of Des Moines Zoning Map and Zoning Code establish the zoning and associated development regulations.

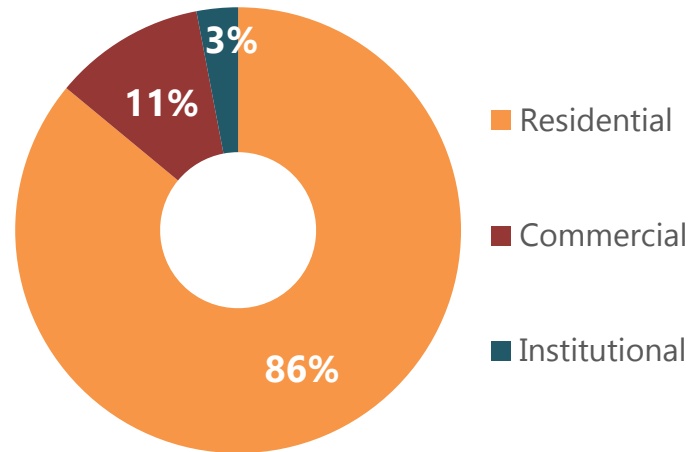


Figure 2-2: Distribution of Land Uses

Land use arrangements and mixes that promote complete communities with access to employment, shopping, and leisure activities in a safe, inviting, and walkable environment, have been shown to positively influence the health of our local economy as well as the health of residents. Targeting the type and location of new growth also allows us to enhance areas of the City that need improvement, such as the Marina District, Business Park, Pacific Ridge, and Pacific Highway South Corridor, and add needed jobs and housing while minimizing increases in traffic and protecting quality of life in these neighborhoods. Similarly, parks and open space should be planned for and targeted to those areas where the need is greatest and where there will be increased housing densities. With this growth, the City expects the quality of development to celebrate and enhance the City's history and identity. Sound Transit is constructing the Federal Way Link Extension project that extends light rail from Angle Lake Station in the City of SeaTac to the Federal Way Transit Center. The 7.8-mile extension includes three stations – Kent/Des Moines Station near Highline College, Star Lake Station on South 272nd Street at I-5, and the Federal Way Transit Center. The Kent–Des Moines and Star Lake Stations will provide opportunities for transit-oriented development and the creation of jobs and housing that will benefit the immediate neighborhoods and the City as a whole. Portions of the Pacific Ridge, South Des Moines, and Woodmont Neighborhoods that are located along Rapid Ride transit lines will also provide similar opportunities.

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GOALS

- Goal LU 1** Actively guide and manage growth in a way that:
- Preserves and enhances the quality of life and the diverse residential neighborhoods of the community, and serves them with vibrant business districts, open space, recreational facilities, affordable housing, and other supportive land uses;
 - Protects environmentally critical areas and shorelines;
 - Protects private property rights (RCW 36.70A.020(6));
 - Promotes economic development; and
 - Promotes financially sustainable growth.
- Goal LU 2** Promote a land use mix that helps to diversify the local economy, reduce poverty, and enhance the community by attracting new businesses, family wage jobs, new city revenues, and a variety of housing choices.
- Goal LU 3** Establish a land use pattern, scale, and density that supports walking, biking, and using transit to access goods, services, education, employment, and recreation as well as provides convenient and safe automobile usage.
- Goal LU 4** Maintain regulations and procedures that allow for siting of essential public facilities.

POLICIES AND IMPLEMENTATION STRATEGIES

- LU 1.1 Utilize the Comprehensive Plan as the policy basis for preparing and updating neighborhood plans, establishing development regulations, prioritizing capital improvement construction, reviewing individual development proposals and making other decisions affecting the growth and development of Des Moines and the surrounding area, where feasible.**
- LU 1.1.1 Plan for and regulate development to enhance the quality and maintain the unique character of Des Moines' neighborhoods and business districts.
- LU 1.1.2 Establish and equitably enforce development standards that are clear and predictable, that simplify the review process and adapt to varied site conditions.
- LU 1.1.3 Coordinate planning activities and development review with state, regional, and local governments, tribes, and institutions to ensure compliance with established plans and regulations affecting Des Moines, as required by law.

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LU 1.1.4 Monitor and seek to influence planning activities and development decisions of neighboring jurisdictions affecting Des Moines neighborhoods and seek to influence those decisions consistent with the City of Des Moines Comprehensive Plan through collaboration.

LU 1.2 Manage community growth to ensure that overall public benefits exceed public cost and that adequate public facilities and services are available or can be provided concurrently with new development.

LU 1.2.1 Evaluate capital improvement proposals for consistency with the Comprehensive Plan.

LU 1.2.2 Prepare standards for new development to provide on- and off-site roadways, utilities and other public facilities as necessary to serve the additional demand generated by the development.

LU 1.2.3 Consider additional impact fees, such as for Police, Parks, and Trails, for new development to ensure sufficient funding for capital improvement to public facilities are sufficient with new growth.

LU 1.3 Monitor, review, and update the Comprehensive Plan as needed to reflect current community values, economic conditions, and technologies.

LU 1.3.1 The plan should be amended at least once every ten years, or as required by law, but no more frequently than once per year, except in emergency situations when the City Council determines it is necessary and in the public interest.

LU 1.4 Provide opportunities for public involvement in updating the Comprehensive Plan, preparing development regulations, and reviewing major development proposals.

LU 1.4.1 Involve citizens in the process of preparing and amending the Comprehensive Plan and development regulations by using techniques such as a project website, social media, mailings, surveys, advisory committees, newspaper articles, public hearings, and public workshops.

LU 1.4.2 Encourage and solicit the input of stakeholders, such as residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.

LU 1.4.3 Ensure that community outreach efforts engage different ethnic and minority populations and a diversity of age groups and utilize culturally responsive practices and policies that meet the needs of traditionally underrepresented ethno-racial groups.

LU 1.4.4 Conduct public hearings on all development proposals that seek changes from existing development regulations (e.g., rezones, variances and planned unit developments) or which are potentially incompatible with neighboring development (e.g., conditional and

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unclassified uses) prior to city approval of those proposals, as required by law. Provide an opportunity for public comment on all development proposals subject to SEPA review, as required by law.

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

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

LU 1.5.2 Require that new development maintain and enhance on-site open spaces, and provide on-site recreation facilities in new subdivisions and multifamily developments or pay appropriate in-lieu fees as required by the Des Moines Municipal Code (DMMC).

LU 1.5.3 Apply development standards and strategies that address land use transitions in order to manage impacts on residents and businesses, including but not limited to the following: site access and circulation; structure height, bulk, and scale; separation of buildings; landscaping; density; and noise buffering.

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

LU 1.6 Preserve open spaces where appropriate and feasible to:

- 1. Protect environmentally critical areas and shorelines;**
- 2. Protect endangered and threatened species;**
- 3. Provide visual separation between different land uses, neighborhoods and city boundaries; and**
- 4. Moderate the environmental and visual impacts of new development.**

LU 1.6.1 Integrate responses to the listings under the Endangered Species Act into future planning and economic development efforts and resource management programs to achieve a balance between environmental, social, and economic goals and objectives.

LU 1.7 Balance the expansion of housing options with the preservation of existing neighborhoods.

LU 1.7.1 Expand housing options such as middle housing, as required by law, while developing standards to preserve neighborhood character.

LU 1.7.2 Create higher density housing options around high-capacity transit, as required by law.

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LU 1.8 Recognize the Comprehensive Plan Figure 2-1: Land Use Map, as the official land use map of the City of Des Moines, providing a geographic representation of the Land Use Element. Recognize the City of Des Moines Zoning Map as the official zoning map. Undertake all planning activities to implement and support the designated land use pattern.

LU 1.8.1 Create consistency between the uses designated in the City of Des Moines Comprehensive Plan Land Use Map with those designated on the City of Des Moines Zoning Map, as required by law. The zoning map shall officially designate land use and density in the City.

LU 1.8.2 Zoning should be brought into conformance with the City of Des Moines Comprehensive Plan Land Use Map.

LU 1.8.3 All zoning changes should conform to the land use pattern designated on the City of Des Moines Comprehensive Plan Land Use Map. All rezones should consider, among other relevant considerations, the following:

1. The effect upon the physical and biological environments;
2. The effect on the economic, social, and cultural environments;
3. The impact on adjacent land uses and neighborhoods; and
4. The impact on community and regional facilities, utilities, and transportation.

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

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

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

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

LU 2.1.4 Encourage improvement of the various neighborhoods throughout the City by working with the business community and other representative organizations to achieve the goals of the City of Des Moines Comprehensive Plan.

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LU 2.1.5 Facilitate the buildout of the North Central Neighborhood as a primary employment center that provides new family wage jobs and new revenues for the City, where feasible.

LU 2.2 Support the revitalization of declining commercial areas and obsolete facilities through redevelopment, rehabilitation, and other available means to provide long-term economic vitality.

LU 2.2.1 Seek to abate existing incompatible uses and nuisances when such abatement is consistent with public health, safety, and welfare.

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

LU 2.2.3 Facilitate implementation of the *Marina Capital Improvement Plan* objectives to develop the City's waterfront.

LU 2.2.4 Recognize that the existence of associated agreements, contract rezones, development agreements and similar restrictions may limit the degree to which properties may be developed. Such restrictions established by the City should be given substantial weight during consideration of requested amendments.

LU 2.2.5 Use a range of strategies to mitigate potential business displacement.

LU 3.1 Support the efforts of Sound Transit and King County Metro to develop a transit system that connects all areas of the city to existing and high capacity transit using a multi-modal approach.

LU 3.1.1 Work with Sound Transit, the Cities of Kent, SeaTac, and Federal Way, and Highline College to adequately prepare for the extension of light rail through Des Moines.

LU 3.2 Establish Light Rail Station Area Planning framework goals and strategies for transit supportive development to occur within a one-half mile radius of any light rail stations.

LU 3.2.1 Explore zoning amendments and design guidelines for the light rail stations to be located in close proximity to the South Des Moines, Pacific Ridge, and Woodmont Neighborhoods, considering the joint planning efforts with the City of Kent and Sound Transit on the Midway area.

LU 4.1 Ensure land use decisions on essential public facilities meet the following criteria to be made consistent with the process and criteria set forth in the DMMC:

- 1. The facility meets the Growth Management Act (GMA) definition of an essential public facility, as defined in RCW 36.70A.200(1) and as amended; or**
- 2. The facility is on the statewide list maintained by the Office of Financial Management, ref. RCW 36.70A.200(4) or on the countywide list of essential public facilities; and**

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3. The facility is not otherwise regulated by the DMMC.

LU 4.1.1 Recognize and use criteria to site essential public facilities as regulated by the DMMC, the GMA, and Policy PF-24 through PF-27 of the Public Facilities and Services Chapter of the 2021 King County Countywide Planning Policies. These policies include methods for siting and expanding public facilities as well as disaster preparedness and emergency management.

LU 4.1.2 Consider social equity and health issues when siting essential public facilities, to provide protection from exposure to harmful substances and environments.

LU 4.1.3 Allow and plan for the siting of organic materials management facilities in areas in accordance with RCW 70A.205.040 and as regulated by House Bill 1799 (2022).

CHAPTER 3: Transportation Element

BACKGROUND

Located along the shores of the Puget Sound, the City of Des Moines is a vibrant waterfront community that relies on a dependable and efficient transportation system to support both local mobility and regional connectivity. The Transportation Element provides a framework that guides transportation investments over the next 20 years. This chapter documents background information about Des Moines' existing multimodal transportation system and the goals, policies, and projects needed to support two decades of growth.

PURPOSE

This Transportation Element identifies a roadmap for developing a welcoming and functional system for all users, including people walking, biking, using shared-use mobility devices, riding transit, taking the ferry, and driving, in accordance with Des Moines community values and goals. This plan is informed by the Land Use Element, and it integrates Des Moines' previous planning efforts to guide transportation investments as Des Moines grows and evolves over the next 20 years.

PLANNING REQUIREMENTS

Washington State is experiencing sustained growth projected to continue over the next 20 years. Under the Growth Management Act (GMA), jurisdictions are mandated to plan for the anticipated growth through regular comprehensive plan updates. These updates include key elements such as a Transportation Element to manage and accommodate the expected growth in population and employment.

PARTNERING AGENCIES

As part of this update to the Transportation Element, the City of Des Moines coordinated with planning efforts made by other agencies and government bodies that have an interest in or influence on transportation in Des Moines. These groups include:

- King County
- Sound Transit
- Puget Sound Regional Council (PSRC)
- Washington State Department of Transportation (WSDOT)

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ORGANIZATION

The Transportation Element is organized into the following sections:

- **Background:** Provides an overview of the Transportation Element.
- **Transportation Planning Context:** Describes the current state of Des Moines' transportation network for all modes and identifies current challenges and trends.
- **Public Input:** Details outreach efforts as part of the Comprehensive Plan Update.
- **Transportation Goals, Policies, and Actions:** Introduces transportation goals and the supporting policies to guide City Staff and elected officials to achieve the overall transportation vision and accommodate planned growth.
- **Des Moines' Future Transportation System:** Details how Des Moines' transportation system is expected to operate in the future without further improvements and establishes level of service standards for each mode.
- **Transportation Project List:** Provides a prioritized capital project list to help Des Moines work towards the future transportation vision.
- **Funding and Implementation:** Evaluates Des Moines' projected financial capacity for transportation improvements and provides guidance on implementing the plan.

Figure 3-1: Des Moines Marina Pier

Source: Fehr & Peers, 2025.



TRANSPORTATION PLANNING CONTEXT

Transportation planning plays an essential role in shaping how residents, visitors, and goods move in Des Moines, supporting economic vitality, quality of life, and environmental sustainability. This section provides an overview of the City's multimodal transportation system, examining how it currently functions to identify key trends, challenges, and opportunities for improvement.

LAND USE AND KEY DESTINATIONS

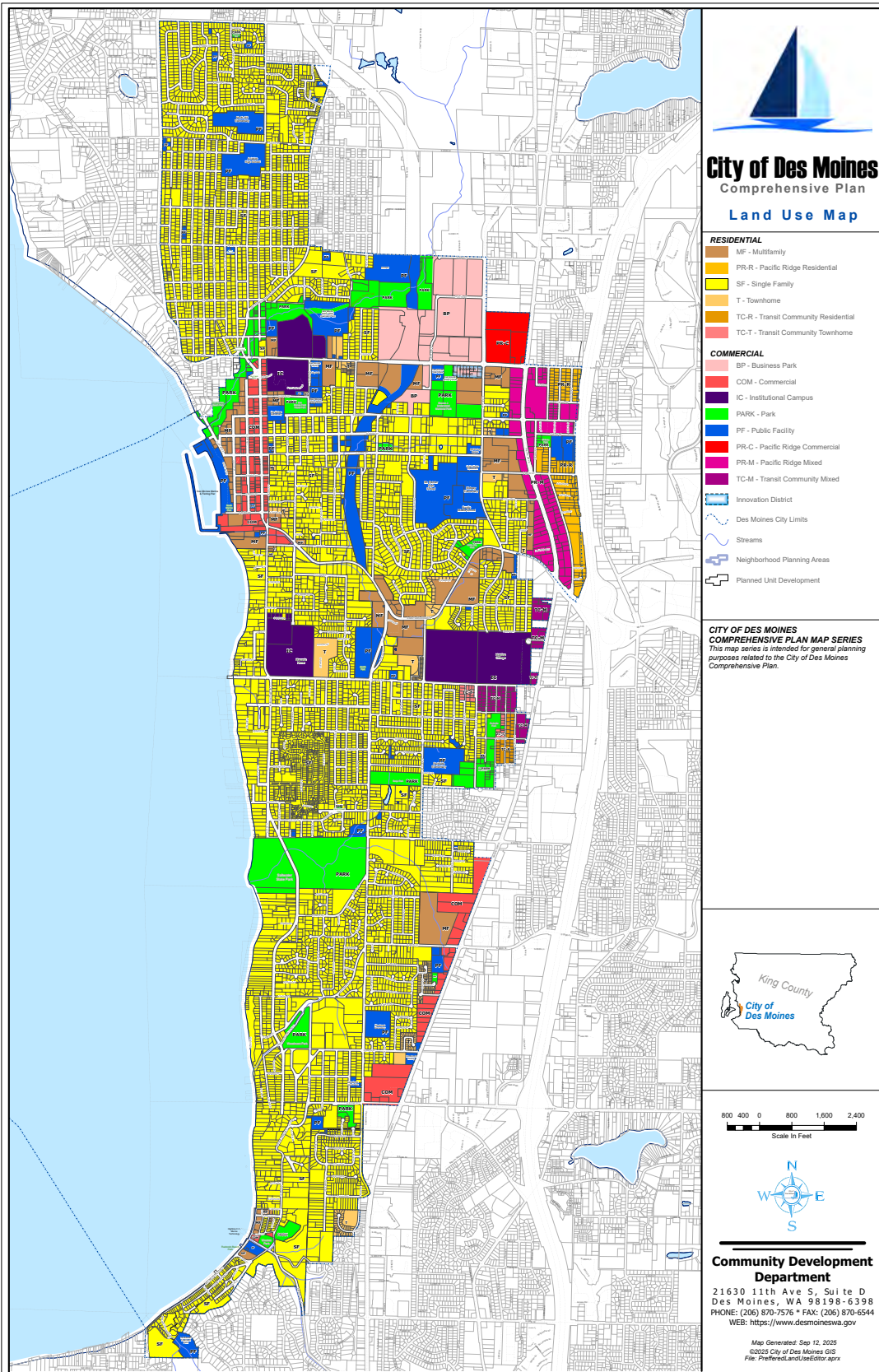
The configuration of living, working, and recreational spaces within a city and its surrounding communities is significantly influenced by how development is guided. This guidance is encapsulated in the Land Use Element of the Comprehensive Plan. Zoning is a key tool employed by cities to shape specific types of development, directing homes and businesses to targeted areas. Land use is crucial in transportation planning as it offers insights into areas that will likely experience heavier traffic conditions.

As shown in **Figure 3-2**, the City of Des Moines is characterized by several land use categories. Des Moines is predominantly residential with pockets of commercial land uses. The Marina District and Pacific Ridge Neighborhoods serve as the City's primary mixed-use commercial centers, while the North Central Neighborhood and the Pacific Highway South Corridor provide opportunities for larger scale commercial and light industrial development. Key commercial and mixed-use areas are primarily concentrated along Pacific Highway South (SR 99) and Kent-Des Moines Road, fostering economic activity. The Des Moines Marina District serves as a focal point for waterfront recreation, dining, and community events.

There is a wide range of popular local and regional destinations in Des Moines (**Figure 3-3**). These include several park and open spaces with multiple trails, community centers, education facilities, and prominent regional attractions such as the Des Moines Marina. The Seattle-Tacoma International Airport is located just north of Des Moines in the City of SeaTac. Given its proximity, the City of Des Moines coordinates with SeaTac, the Port of Seattle, and WSDOT to address any planned projects near the airport. Des Moines is part of the Highline Forum, a platform that has facilitated connections and open dialogue between the airport and the local communities about priorities, issues, and concerns.

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Figure 3-2: City of Des Moines Land Use Map

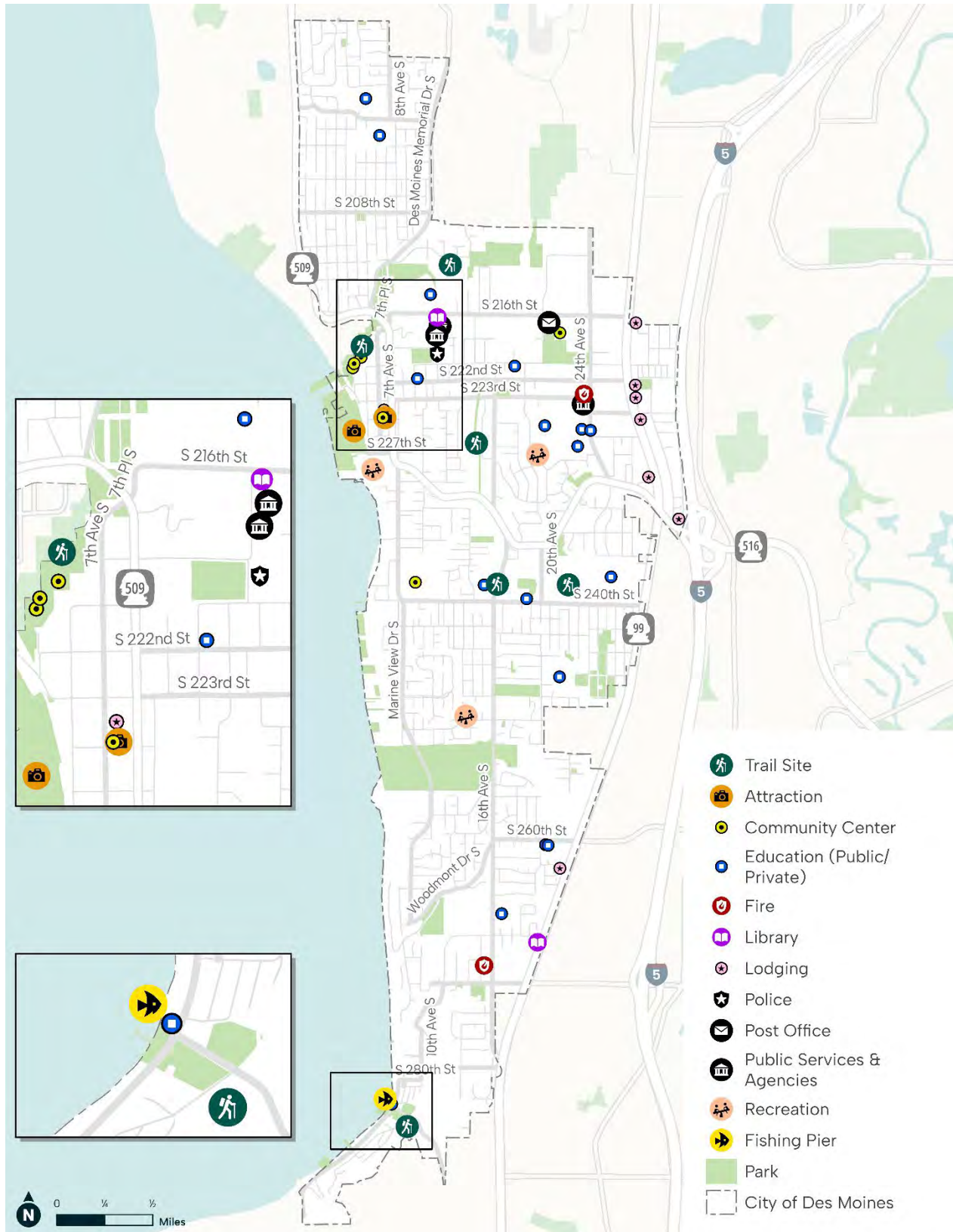


Source: City of Des Moines, 2025.

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Figure 3-3: Key Destinations In Des Moines

Source: City of Des Moines, Fehr & Peers, 2025.



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EXISTING TRANSPORTATION PLANS

The City of Des Moines has several plans that guide future local development. These plans include the 2009 Comprehensive Transportation Plan, 2015 Comprehensive Plan, 2019 Americans with Disabilities Act (ADA) Transition Plan, and 2025-2044 Transportation Improvement Plan (TIP). Summaries of the plans are noted below:

- **2009 Comprehensive Transportation Plan:** presents a twenty-year road map which sets the policies, goals, and strategies that help guide decisions regarding the existing and envisioned transportation system, including the approval of development proposals, and transportation investments in the street network for all modes of travel.
- **2015 Comprehensive Plan** ("Des Moines 2035: Charting Our Course for a Sustainable Future"): provides City staff and elected officials guidance in making decisions regarding transportation capital project funding, development regulations, and guiding principles for growth in Des Moines through 2035. The City updates its Comprehensive Plan in accordance with the Washington State Growth Management Act (GMA) governed by RCW 36.70A.
- **2019 ADA Transition Plan:** provides policies and best practices for implementing physical and program access improvements to meet the requirements of the ADA, which guarantees equal access for all. The Plan was informed by community input and identifies steps necessary to bring City facilities and programs into compliance with ADA regulations. This Plan is intended to be a living document that will be updated regularly to track ongoing achievements toward compliance.
- **TIP:** guides transportation investments for a period of six years and beyond. This plan, in accordance with RCW 35.77.010, is regularly updated and adopted by the Des Moines City Council. It includes projects for roadway maintenance, safety improvements, and pedestrian and bicycle infrastructure, as updated annually.

Additionally, the following plans provide regional planning context:

- **2020 Puget Sound Regional Council (PSRC) VISION 2050:** outlines the region's plan for growth. It sets the stage for updates to countywide planning policies and local comprehensive plans, developed by the region's cities and counties.
- **King County Countywide Planning Policies (2021):** implement VISION 2050 by guiding how King County jurisdictions work together and plan for growth. The comprehensive plan for King County and the comprehensive plans for cities and towns in King County are developed from the framework that the countywide planning policies establish.

TRANSPORTATION NETWORK OVERVIEW

As documented in **Table 3-1** and **Figure 3-4**, Des Moines' street network is comprised of roadways with varying classifications and capacities intended to accommodate various modes of transportation and connect users to local and regional destinations. Streets in Des Moines serve as the foundation of the transportation system, as roadways shape how residents, businesses, and visitors experience the city. Des Moines' street network includes several state routes, notably SR 99, SR 509, and SR 516. SR 99 is designated as a Highway of

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Statewide Significance and SR 516 is classified as a Highway of Regional Significance. Though not within city limits, Des Moines is also bordered by Interstate 5, a key Highway of Statewide Significance. Due to the unique location of Des Moines along the Puget Sound and the City-owned marina, the surrounding waterways can be utilized to move people and goods into and out of the City, supporting both recreational activities and emergencies response efforts. This section of the Transportation Element includes a comprehensive inventory of all transportation facilities in Des Moines, including local and state roadways, pedestrian and bike facilities, and transit and freight networks.

Table 3-1: Functional Classification of Roadways in Des Moines

Source: City of Des Moines. Street Development Standards. 2023.

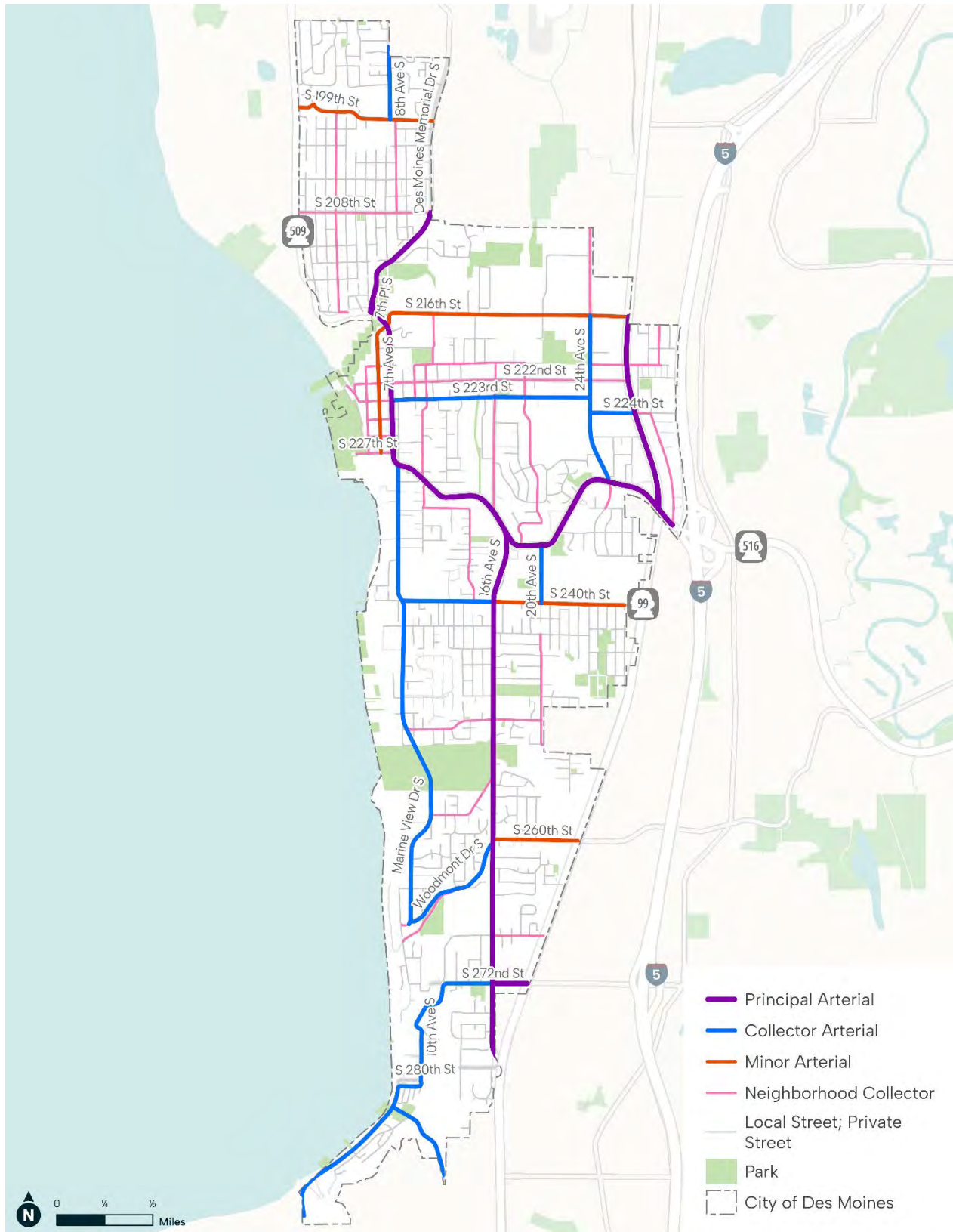
Notes: AADT stands for average annual daily traffic, the number of vehicles using each roadway on an average day.

Functional Classification	AADT Range	Description
Principal Arterial	> 10,000	Urban principal arterials, also called Major Arterials, provide for movement across and between large sub-areas of an urban region. Principal arterials serve predominantly “through traffic”, carry the highest traffic volumes, serve major centers of activity, and are fed by other arterials and local access streets. Principal arterials are expected to provide a high degree of mobility. Therefore, access to abutting properties should be very restricted. Spacing between parallel principals is generally two miles or greater.
Minor Arterial	4,000 – 12,000	Urban minor arterials interconnect with and augment the principal arterial system. Minor arterials provide intra-community continuity connecting community centers and facilities. A minor arterial may also serve “through traffic”. Access is partially restricted. Spacing between parallel minor arterials is generally less than two miles.
Collector Arterial	1,000 – 5,000	Collector arterials typically are intra-community roadways connecting residential neighborhoods with community centers and facilities. They accumulate traffic from local roadways and distribute that traffic to roadways that are higher in the hierarchy of functional classification. Access is partially restricted. Spacing between collector arterials is generally a mile or less.
Neighborhood Collectors	1,000 – 3,000	Neighborhood collectors connect two or more neighborhoods and typically connect to arterials or other neighborhood collectors. Although direct driveway access is typically allowed on neighborhood collectors, there are some project related exceptions. Whenever possible, direct driveway connections to neighborhood collectors should be avoided. Spacing is generally a half mile or less.
Local Streets	< 1,000	Local streets are a permanent cul-de-sac or short loop street with low traffic volumes that provide circulation and access to off-street parking within a residential development boundary. Local streets are not supportive of through traffic. Access is generally not limited. Spacing is as needed to access properties.

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Figure 3-4: Functional Classification of Roadways in Des Moines

Source: City of Des Moines, Fehr & Peers, 2025.



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Pedestrian and Bicycle Network

Facilities for walking and biking are essential components of Des Moines' multimodal transportation system. Walking often precedes and concludes trips conducted using other travel modes. Planning safe and accessible pedestrian infrastructure can make these trips easier, cheaper, and more convenient. Pedestrian infrastructure in Des Moines includes sidewalks (**Figure 3-5**), crosswalks, trails, and shared-use paths. Notably, pedestrian-actuated Rectangular Rapid Flashing Beacons (RRFB) are installed along several corridors at key crosswalks, including S 216th Street. A large proportion of the City's arterial system has sidewalks; some lower classified roadways (including local streets) also have sections of sidewalk. An inventory of all existing sidewalks and trails is shown in **Figure 3-6**.

Bicycling often facilitates longer-distance travel than walking while offering benefits to the environment, individual health, and the community. The growing use of electric bikes further expands mobility options, making longer trips and travel over challenging elevation changes more accessible. Des Moines offers a variety of different bike infrastructure types designed to accommodate riders with different levels of experience and confidence. Bicycle facilities available in Des Moines include bike lanes and trails as illustrated in **Figure 3-7**. Corridors with designated bike lanes include 24th Avenue S, 16th Avenue S, Marine View Drive S, S 260th Street, and S 216th Street (**Figure 3-5**).

While Des Moines offers a range of pedestrian and bicycle facilities, there is room for improvement in overall network connectivity. Some of the City's neighborhoods, including North Hill and Redondo, have limited access to both pedestrian and bicycle facilities. This creates barriers for residents or visitors relying on pedestrian or bike facilities to reach key destinations such as schools, neighborhood shopping, or transit stops. Addressing these gaps in the pedestrian and bicycle network would enhance the functionality and reach of existing infrastructure, making active transportation a more viable and convenient option throughout the city.

Figure 3-5: Bike Lanes and Sidewalks on S 216th Street

Source: Fehr & Peers, 2025.



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Figure 3-6: Existing Pedestrian Facilities in Des Moines

Source: City of Des Moines, Fehr & Peers, 2025.

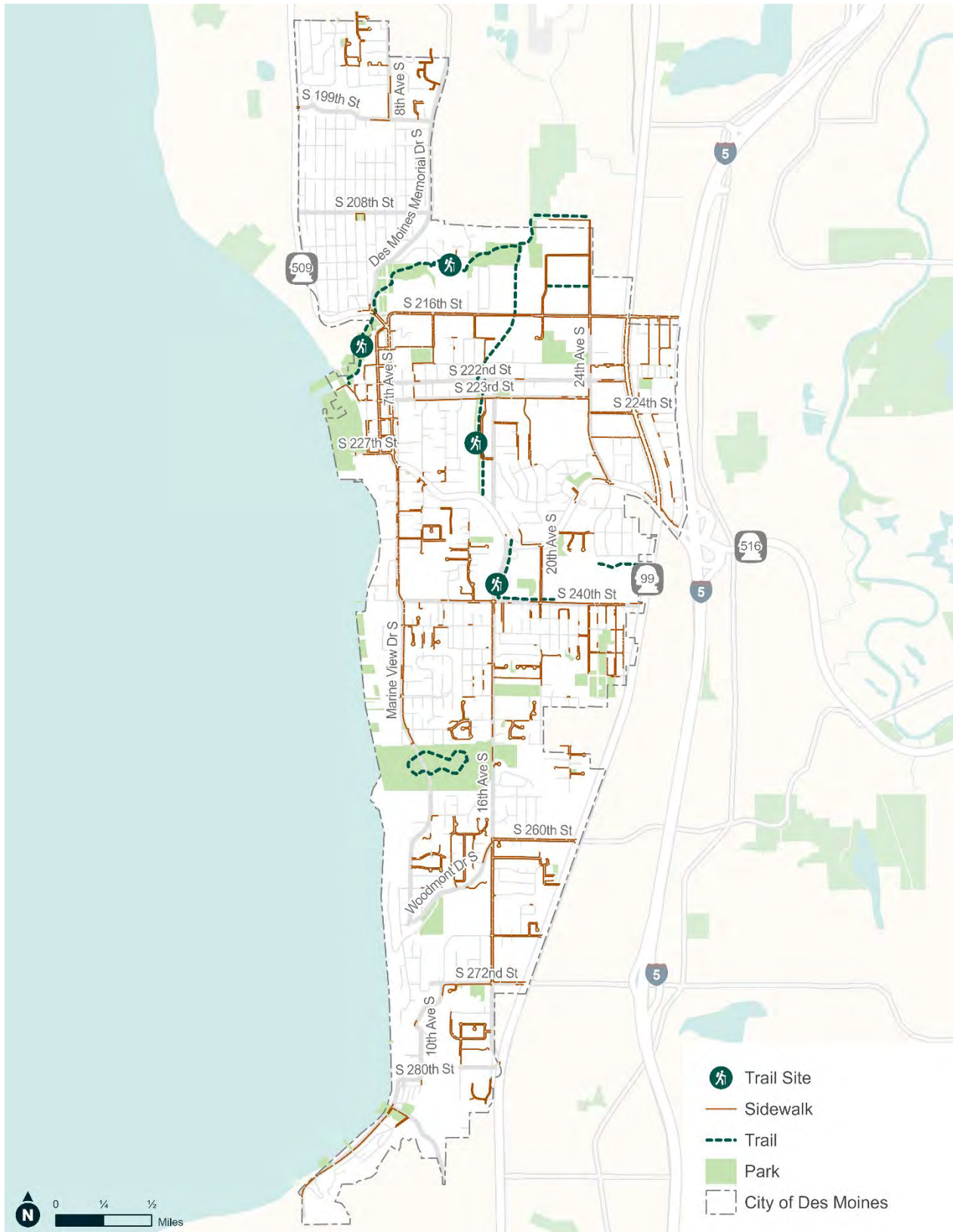
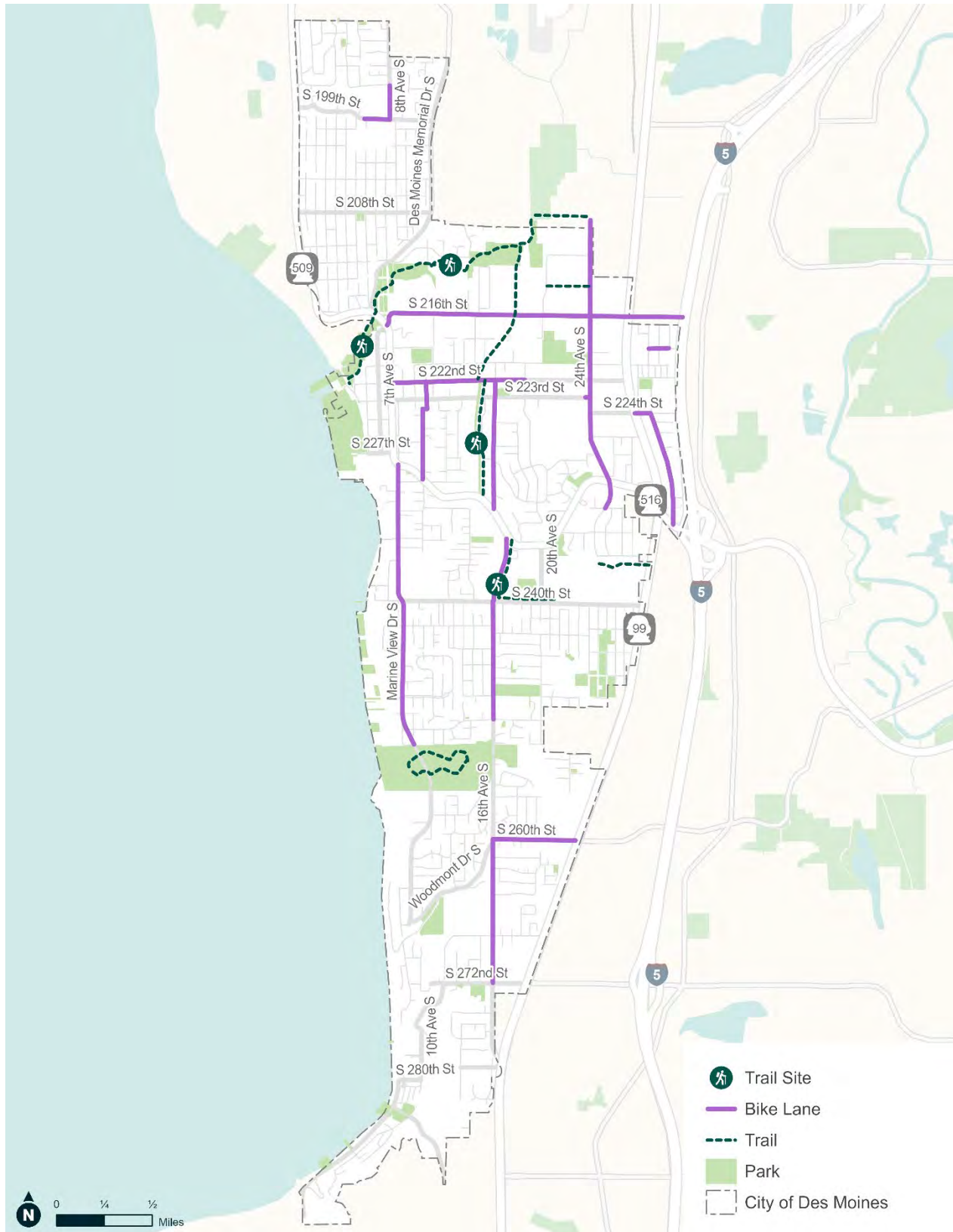


Figure 3-7: Existing Bicycle Facilities in Des Moines

Source: City of Des Moines, Fehr & Peers, 2025.



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Level of Traffic Stress

As part of the Transportation Element, the City is adopting multimodal level of service (MMLOS) metrics which offer a performance measure for pedestrian and bicycle facilities: level of traffic stress (LTS). The MMLOS approach is targeted to enhance transportation planning by creating high-quality experience for intended users by considering adjacent land uses and the functions of multiple streets and transportation facilities collectively, rather than individually. This approach allows for certain streets to emphasize specific modes or user types while discouraging incompatible uses. For example, a commercial street may be planned to provide a pleasant experience for shoppers on foot, recreational bicyclists, and car parking on the street while discouraging use by “cut-through” traffic.

The LTS metric for pedestrian and bicycle facilities provides a quantifiable tool to also gauge the existing conditions of active transportation infrastructure. The lowest level of traffic stress is classified as LTS 1, where a wide range of users feel safe and comfortable on an active transportation facility. LTS 4 represents the highest level of traffic stress where most users feel uncomfortable when walking or biking. **Figure 3-8** illustrates all four levels of traffic stress.

Figure 3-8: Level of Traffic Stress

Source: Fehr & Peers, 2025.



Pedestrian level of traffic stress (PLTS) is based on the roadway classification and presence of pedestrian facilities. **Table 3-2** summarizes PLTS measures depending on facility type and roadway classification. **Figure 3-9** illustrates PLTS on Des Moines’s transportation based on existing pedestrian facilities indicating gaps in the pedestrian network.

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Table 3-2: Pedestrian Level of Traffic Stress (PLTS)

Source: Fehr & Peers, 2025.

Roadway Classification	Pedestrian Facility			
	No Pedestrian Facility	Sidewalk (One Side)	Sidewalk (Both Sides)	Separated Path/ Trail ¹
Local Street	4	2	1	1
Neighborhood Collector	4	2	1	1
Collector Arterial	4	3	2	1
Minor Arterial	4	3	2	1
Principal Arterial	4	3	2	1

The breakdown of bicycle level of traffic stress (BLTS) is provided in **Table 3-3**. It incorporates factors such as speed limit, annual average daily traffic volume (AADT), and type of bicycle facility. The contextual nature of the BLTS approach acknowledges that the same bike treatment under different street conditions can evoke different levels of stress. The BLTS measures of the City's bicycle network are displayed in **Figure 3-10**, pointing out comfortability of available bike facilities.

Table 3-3: Bicycle Level of Traffic Stress (BLTS)

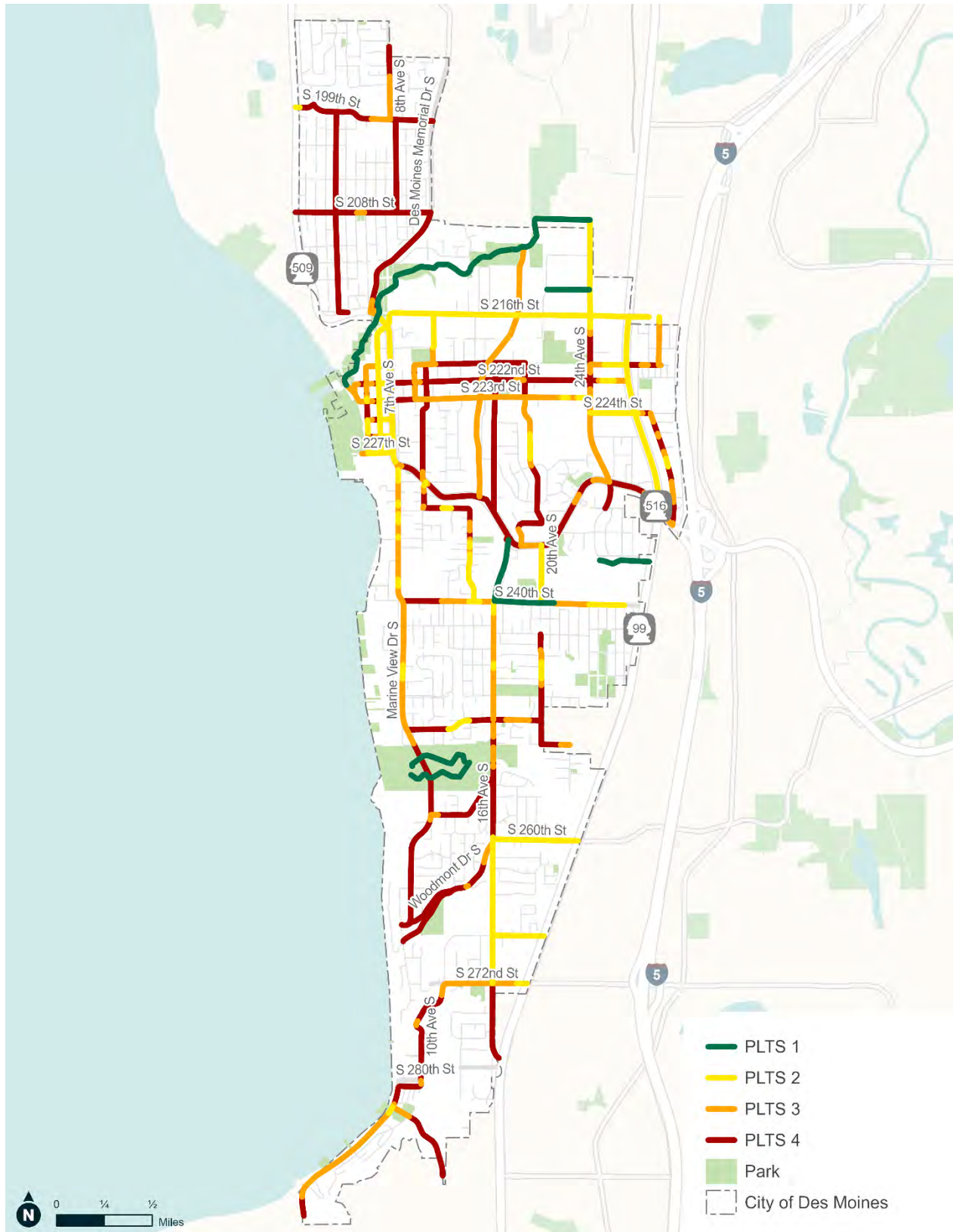
Source: Fehr & Peers, 2025.

Roadway Characteristics		Bike Facility					
Speed Limit (MPH)	AADT ¹	No Marking	Sharrow Lane Marking	Striped Bike Lane	Buffered Bike Lane (Horizontal)	Protected Bike Lane (Vertical)	Physically Separated Bikeway
≤ 25	< 3k	2	1	1	1	1	1
	3-7k	3	2	2	2	1	1
	≥ 7k	3	3	2	2	1	1
30	< 15k	3	3	2	2	1	1
	15-25k	4	4	3	3	2	1
	≥ 25k	4	4	3	3	3	1
35	< 25k	4	4	3	3	3	1
	≥ 25k	4	4	4	3	3	1
>35	Any	4	4	4	4	3	1

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Figure 3-9: Existing Pedestrian Level of Traffic Stress

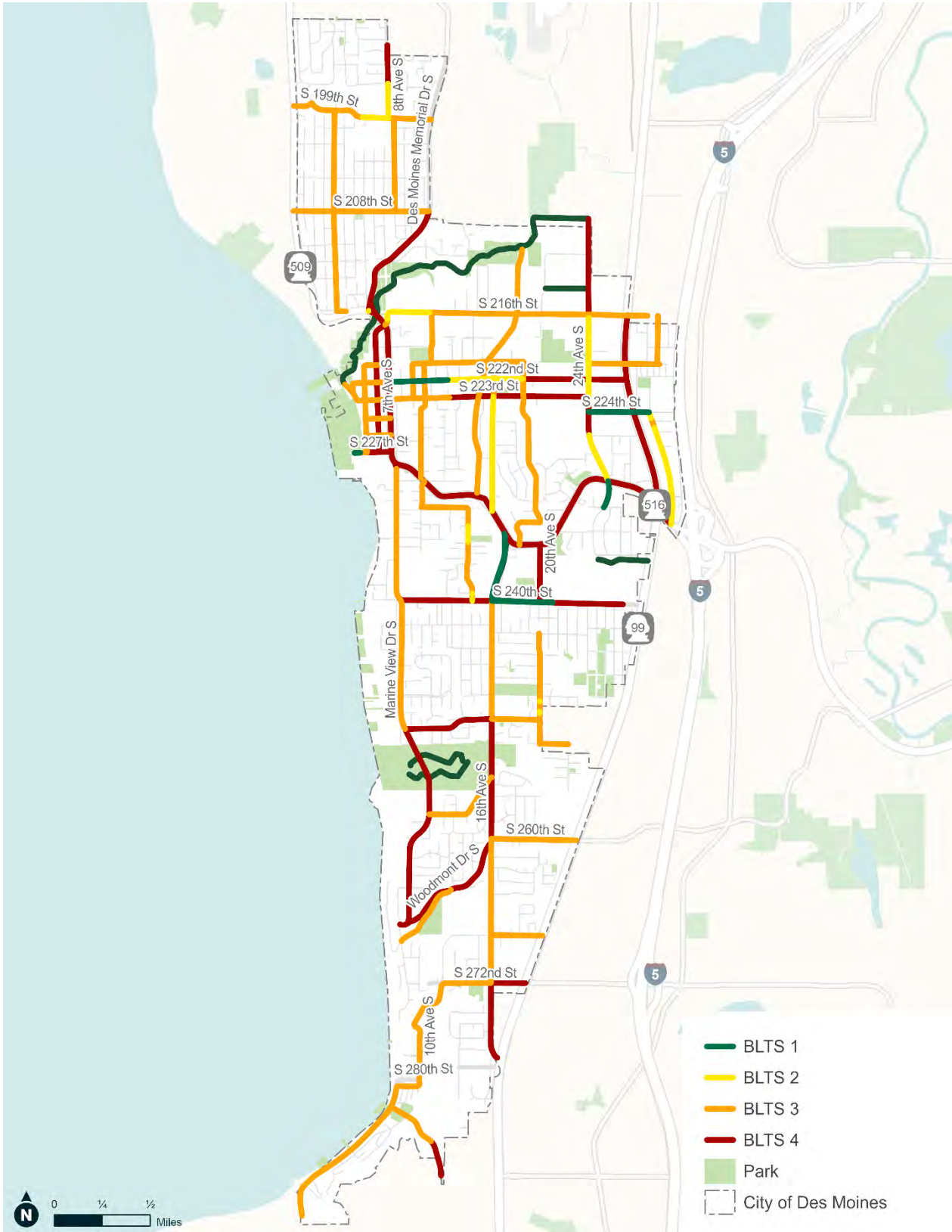
Source: Fehr & Peers, 2025.



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Figure 3-10: Existing Bicycle Level of Traffic Stress

Source: Fehr & Peers, 2025.



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Transit Network

Transit service in Des Moines is provided by King County Metro. As presented in **Figure 3-11**, the available transit routes include RapidRide A, Route 156, Route 165, and Des Moines Community Shuttle (DART). These routes offer both local and regional connections. **Figure 3-11** indicates that there are notable service gaps in the southern part of the city, including access to neighborhoods such as Woodmont and Redondo. Sound Transit's light rail system currently terminates at Angle Lake Station, just north of the city boundary. The Federal Way Link Extension, which is currently under construction, will add a new Kent/Des Moines light rail station, providing a direct connection to Highline College in Des Moines.

Freight Network

Freight plays a critical role in the economic vitality of Des Moines as businesses and residents rely on goods shipped via trucks on the City's transportation network. Trucks of various sizes—from light-duty commercial vans and single-unit delivery vehicles to garbage trucks and large semi-trailers—navigate city streets to serve homes, businesses, and warehouses. Trucks delivering wholesale and retail goods, business supplies, and building materials throughout Des Moines contribute to and are impacted by traffic congestion. The City of Des Moines partners with regional agencies and the State to build and maintain Freight and Goods Transportation System (FGTS) truck corridors that are within city limits. Designated FGTS truck corridors aim to prevent heavy truck traffic on lower-volume streets and promote the use of adequately designed roadways. The Washington State Department of Transportation (WSDOT) classifies these freight corridors based on annual freight tonnage classifications described in **Table 3-4**.

Table 3-4: WSDOT FGTS Classification

Source: WSDOT. Washington State Freight and Goods Transportation System (FGTS) 2023 Update, 2024

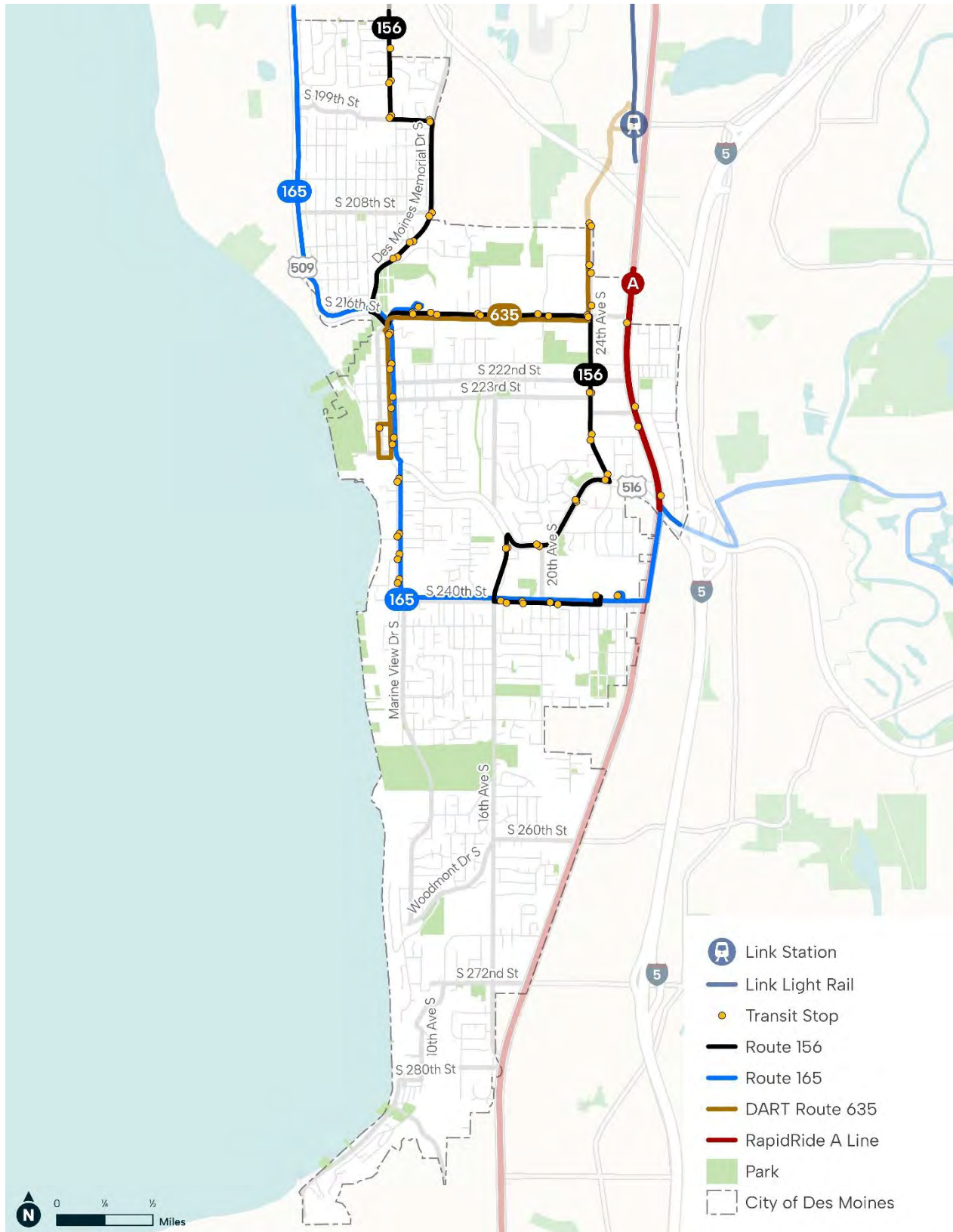
Freight Corridor	Description
T-1	More than 10 million tons of freight per year
T-2	Between 4 million and 10 million tons of freight per year
T-3	Between 300,000 and 4 million tons of freight per year
T-4	Between 100,000 and 300,000 tons of freight per year
T-5	At least 20,000 tons of freight in 60 days and less than 100,000 tons per year

As shown in **Figure 3-12**, multiple roadways in Des Moines are designated as T-3 corridors, including Pacific Highway S (State Route 99), 16th Avenue S, Kent Des Moines Road (State Route 516), Des Moines Memorial Drive, S 260th Street, and S 272nd Street. The only T-2 corridors are S 200th Street and limited roadway sections along S 216th Street and 24th Avenue S which directly connect to distribution centers and warehouses along 24th Avenue S.

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Figure 3-11: Existing Transit Network

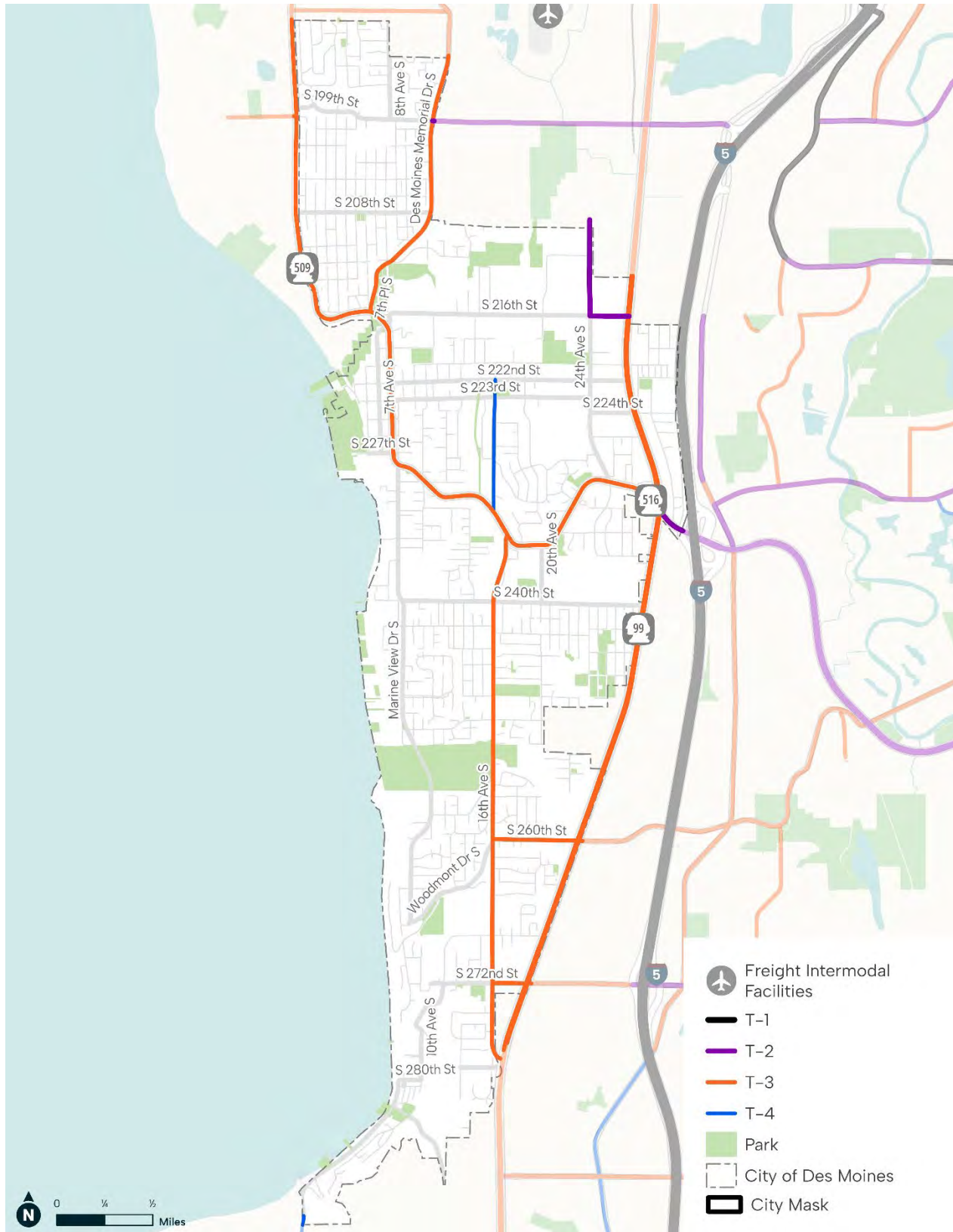
Source: Fehr & Peers, 2025.



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Figure 3-12: Existing Freight Network

Source: Fehr & Peers, 2025.



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Automobile Network

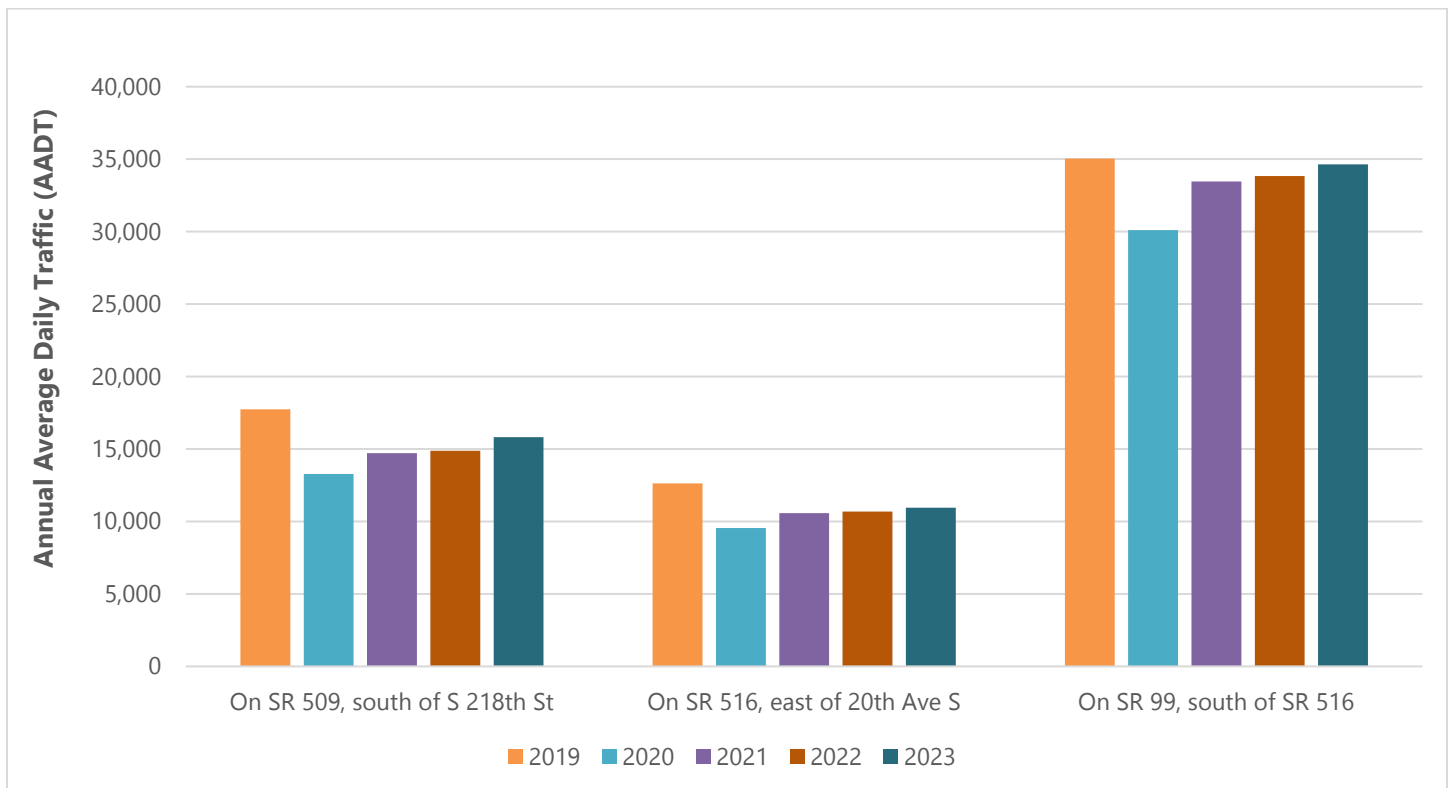
The street network in Des Moines (**Figure 3-4**) accommodates various modes of transportation, including automobiles (referred to as “vehicles” in this chapter). This section looks at how traffic patterns have changed over time, reviews how vehicles currently move through the city, and evaluates how well the street system serves both local neighborhoods and the broader region.

Traffic Volume Trends

The transportation network in Des Moines consists of several state routes (SR 509, SR 516, and SR 99) which are monitored by the Washington State Department of Transportation (WSDOT) to track annual average daily traffic (AADT). **Figure 3-13** highlights traffic volume trends at the noted state routes in Des Moines between 2019 and 2023. All three locations follow a similar trend. There was a drop in AADT in 2020, primarily due to the COVID-19 pandemic, which resulted in abrupt and dramatic changes in travel demand and traffic patterns on all roadway facilities. Since 2021, traffic volumes have shown only modest growth. Among the three locations, SR 99 consistently records the highest traffic volumes.

Figure 3-13: Traffic Volumes Trends on State Routes in Des Moines

Source: WSDOT, Fehr & Peers. 2025.



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Delay and Level of Service

The performance of roadway intersections within Des Moines is primarily measured using a standard state-of-the-practice methodology known as level of service (LOS). LOS represents the degree of congestion at an intersection based on the average delay per vehicle at a controlled intersection, such as a traffic signal or stop sign. Individual LOS grades are assigned on a letter scale, A through F, with LOS A representing free-flow conditions with no delay and LOS F representing highly congested conditions with long delays (**Table 3-5**).

Table 3-5: Level of Service (LOS) Descriptions

Source: Highway Capacity Manual (HCM), 7th Edition

Notes: There are different quantitative evaluations for signalized and unsignalized intersections. For signalized and all-way stop-controlled intersections, LOS is provided for the overall intersection. For side-street stop-controlled intersections, LOS is provided for the worst-performing movement.

Level of Service	Description	Signalized Intersection Delay (seconds)	Unsignalized Intersection Delay (seconds)
A	Free-flowing conditions	≤ 10	0-10
B	Stable flow (slight delays)	> 10-20	> 10-15
C	Stable flow (acceptable delays)	> 20-35	> 15-25
D	Approaching unstable flow (tolerable delay)	> 35-55	> 25-35
E	Unstable flow (intolerable delay)	> 55-80	> 35-50
F	Forced flow (congested and queues fail to clear)	> 80	> 50

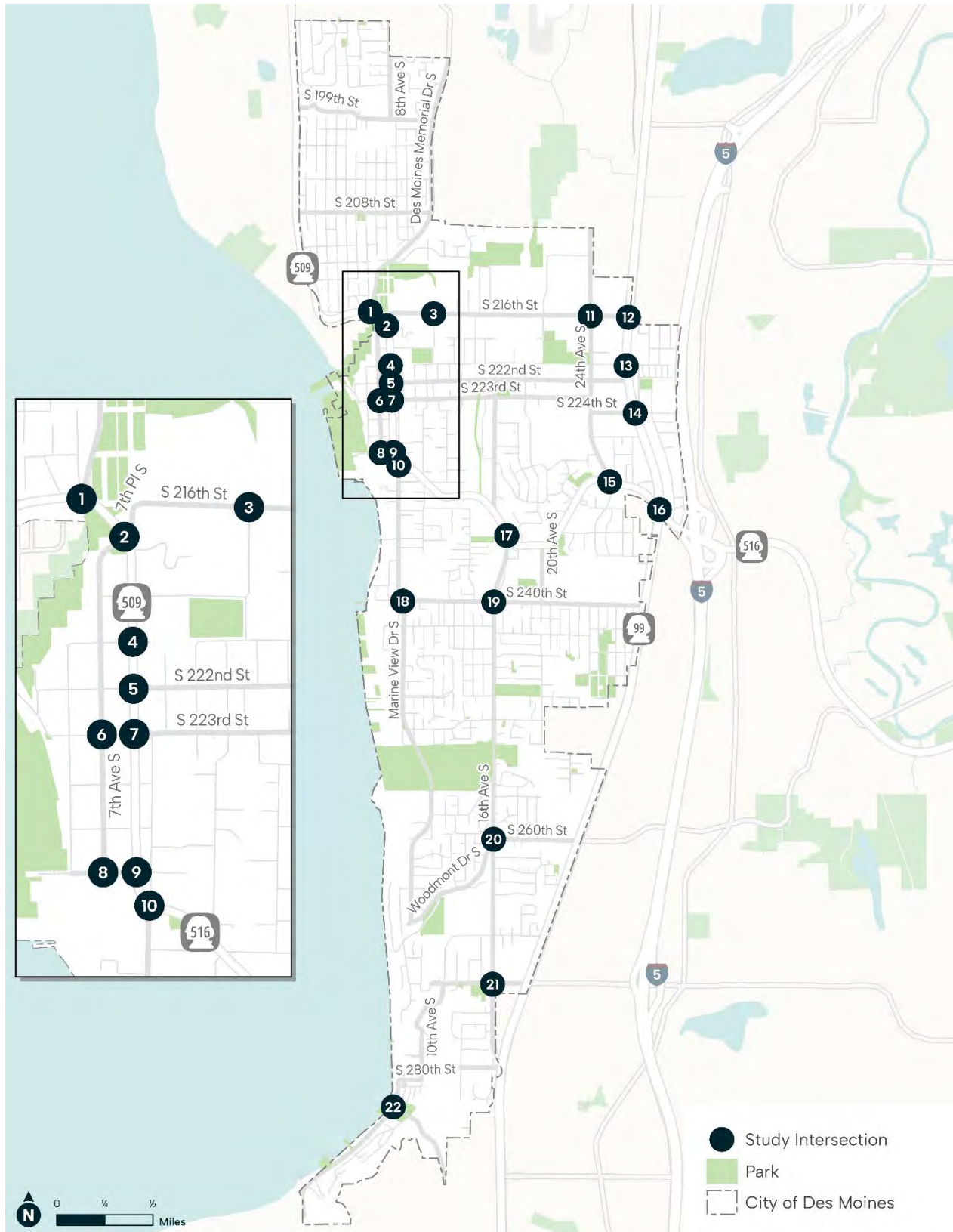
In addition to intersection LOS, the City's vehicle LOS policy includes critical volume-to-capacity (Xc) ratio at signalized intersections. Xc is a measure of the critical volume to capacity (v/c) ratio for the approach lane groups that have the highest flow ratio (v/s) for a given phase. Detailed information about the City's vehicle LOS policy is provided in a later section describing transportation goals, policies and actions. Given that SR 99 is a Highway of Statewide Significance and SR 516 is a Highway of Regional Significance, WSDOT's adopted LOS standard of LOS D and LOS E Mitigated for these facilities, respectively, is also recognized. For the purposes of the Transportation Element, 22 intersections (**Figure 3-14**) were evaluated, including signalized and stop controlled intersections. These study intersections were selected in consultation with City staff and were previously evaluated as part of the 2015 Comprehensive Plan.

Existing Traffic Conditions

The vehicle LOS results for the study intersections under existing PM peak hour conditions are shown in **Figure 3-15** and **Table 3-6**. The study intersections are generally operating acceptably except for S 222nd Street/ Marine View Drive S (a two-way stop-controlled intersection). Based on the collected data and field observations, the north/south volumes on Marine View Drive S present a few gaps for vehicle turning movements from S 222nd Street, particularly the westbound movements. SR 516 (Kent-Des-Moines Rd)/Pacific Highway S (SR 99) meets the City's LOS F standard but fails to meet WSDOT's LOS D standard for SR 99.

Figure 3-14: Study Intersections

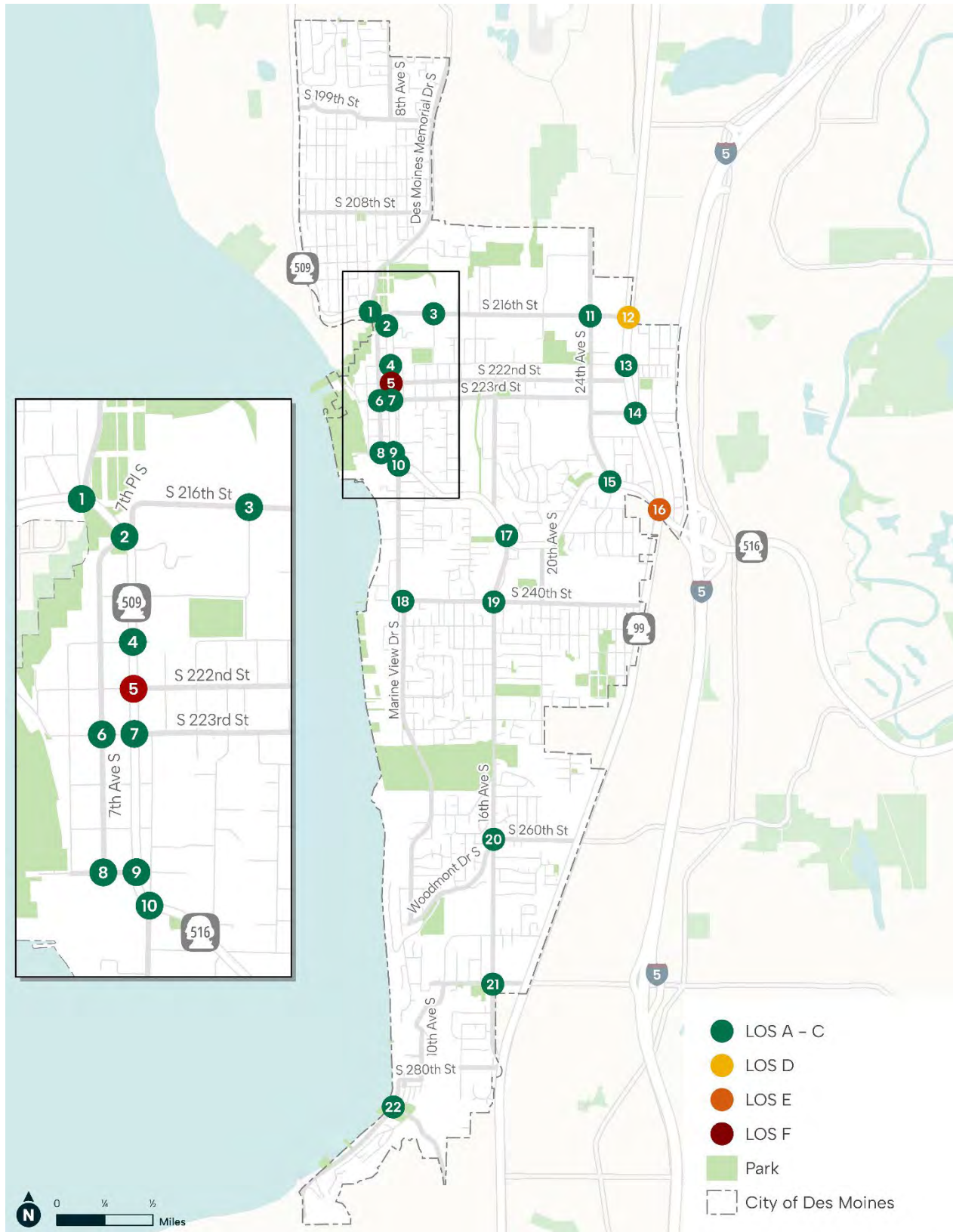
Source: Fehr & Peers, 2025.



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Figure 3-15: PM Peak Hour - Intersection LOS (Existing 2025 Conditions)

Source: Fehr & Peers, 2025.



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Table 3-6: PM Peak Hour - Intersection LOS (Existing 2025 Conditions)

Source: Fehr & Peers, IDAX Data Solutions, 2025.

Notes: ^Intersections analyzed using HCM 2000 methodology instead of HCM 7th edition due to unusual geometry or unusual signal phasing. Intersections that do not meet the City's current standard are in bold text.

*WSDOT LOS standard for Highways of Statewide/Regional Significance is also applicable: LOS D and LOS E Mitigated for intersections on SR 99 and SR 516, respectively.

ID	Intersection Location	Intersection Control	LOS Standard	Delay (s)	LOS
1	Des Moines Memorial Dr / S 216th Street	Signal	E	16	B
2	7th Avenue S / Marine View Drive (SR 509)	Signal	E	23	C
3	S 216th Street / 11th Avenue S	Signal	D	10	B
4	S 220th Street / Marine View Drive S	TWSC	E	21	C
5	S 222nd Street / Marine View Drive S	TWSC	E	62	F
6	S 223rd Street / 7th Avenue S	Signal	E	9	A
7	S 223rd Street / Marine View Drive (SR 509)	Signal	E	11	B
8^	S 227th Street / 7th Avenue S	Signal	E	22	C
9	S 227th Street / Marine View Drive (SR 509)	Signal	E	26	C
10^	Marine View Drive (SR 509) / Kent-Des Moines Road (SR 516)	Signal	E*	24	C
11	S 216th Street / 24th Avenue S	Signal	D	21	C
12	S 216th Street / Pacific Highway S (SR 99)	Signal	F*	51	D
13^	S 220th Street / Pacific Highway S (SR 99)	Signal	E*	15	B
14	S 224th Street / Pacific Highway (SR 99)	Signal	E*	19	B
15	Kent Des Moines Road (SR 516) / 24th Avenue S	Signal	D*	12	B
16	Kent Des Moines Road (SR 516) / Pacific Highway S (SR 99)	Signal	F*	60	E
17	Kent Des Moines Road (SR 516) / 16th Avenue	Signal	D*	9	A
18	Marine View Drive S / 240th Street	AWSC	D	24	C
19	S 240th Street / 16th Avenue S	Signal	D	11	B
20^	S 260th Street / 16th Avenue S	Signal	D	24	C
21	S 272nd Street / 16th Avenue S	Signal	D	22	C
22	Redondo Way / Redondo Beach Drive S	AWSC	F	14	B

Safety

The City of Des Moines is committed to ensuring the safety of all users of its transportation system. To better understand transportation safety in Des Moines, collision data from 2019 to 2023 was obtained from WSDOT to identify collision hotspots and overall collision trends in Des Moines. Five years of collision data was analyzed to understand overarching patterns: vehicle collisions with bicyclists, with pedestrians, and with motorcycles. The key findings illustrated in **Figure 3-16** through **Figure 3-21** include:

- 1,384 vehicles collisions were reported in Des Moines over the five-year period.
- Collision counts in Des Moines have generally increased. Though there was a notable decrease in collisions in 2020, there was an increase in serious injuries and fatalities that year, particularly involving

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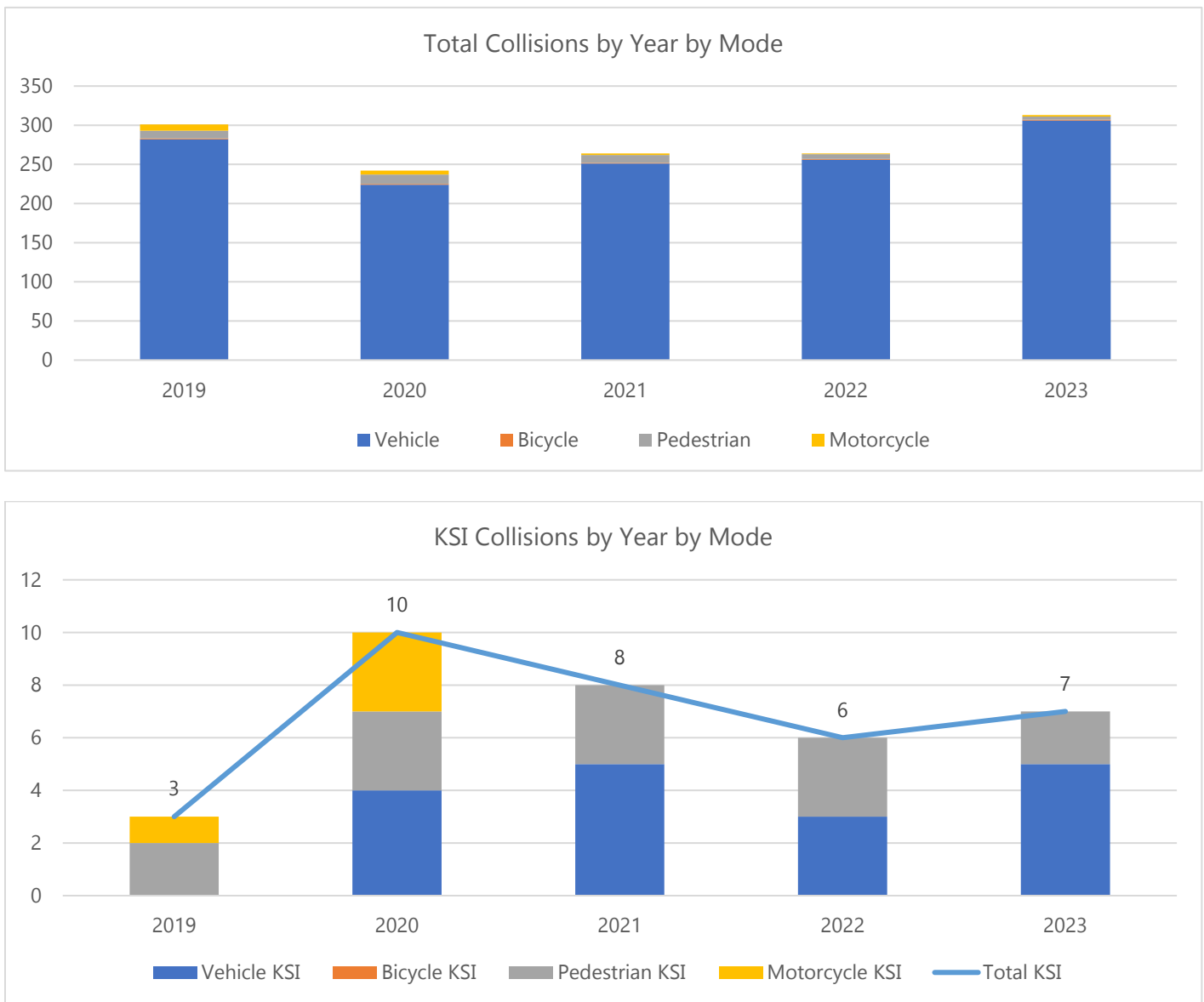
motorcycles and pedestrians. Increased operating speeds related to lower congestion levels are likely a major contributor to the increased severity of collisions in 2020.

- Between 2019 and 2023, vehicle-to-pedestrian collisions account for a higher proportion of serious injuries and fatalities compared to vehicle-to-motorcycle and vehicle-to-bike collisions.
- High traffic corridors including Pacific Highway S (SR 99), Kent Des Moines Road (SR 516), and Marine View Drive (SR 509) experienced the most collisions and serious injuries and fatalities.

Figure 3-16: 5-Year Collision Trends in Des Moines (2019-2023)

Source: Fehr & Peers, 2025.

Note: KSI stands for Killed or Seriously Injured.

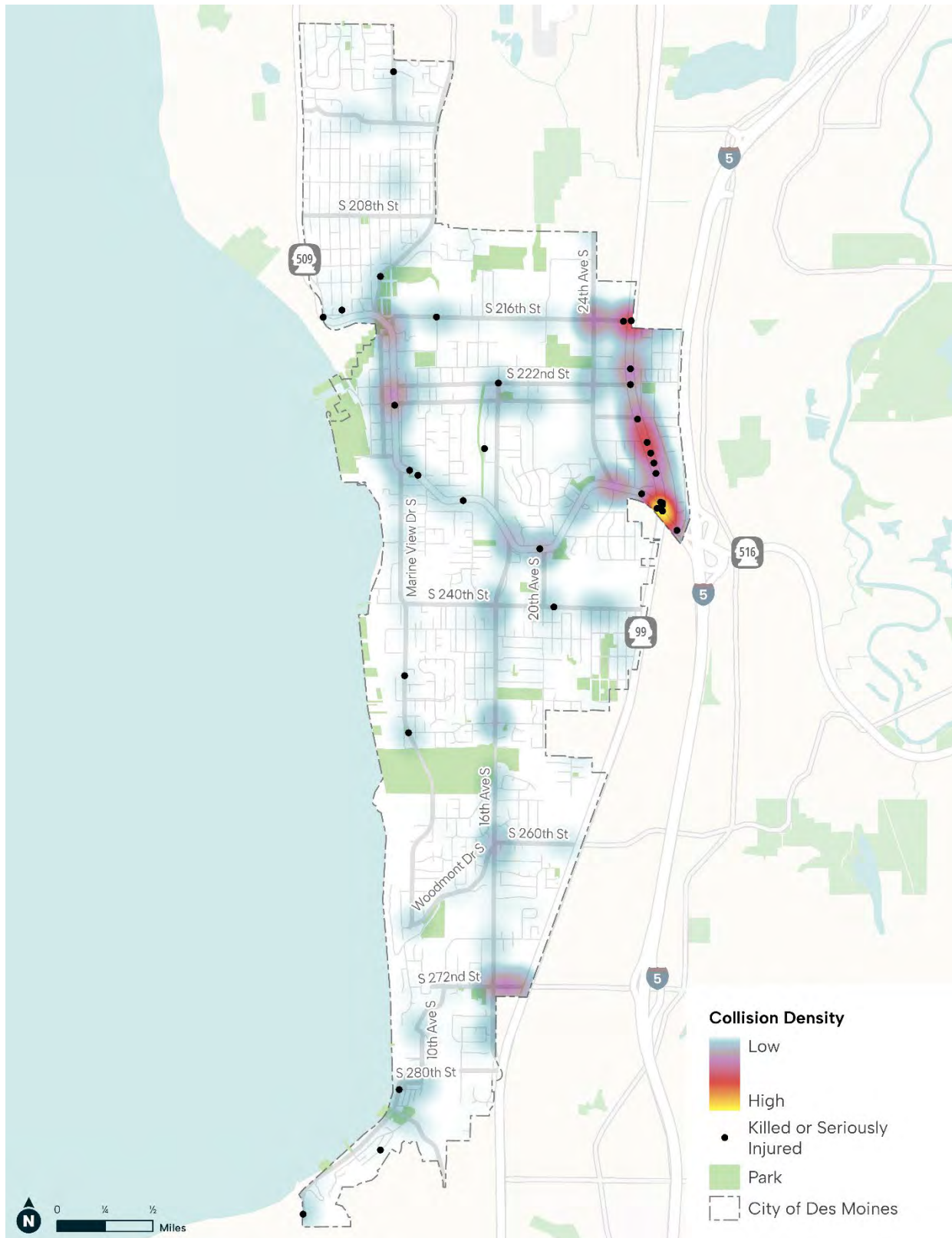


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Figure 3-17: All Collisions Heat Map (2019-2023)

Source: WSDOT, Fehr & Peers, 2025.

Notes: Collisions on the S Kent Des Moines Road segment outside the City limits and all State Routes within City limits included.

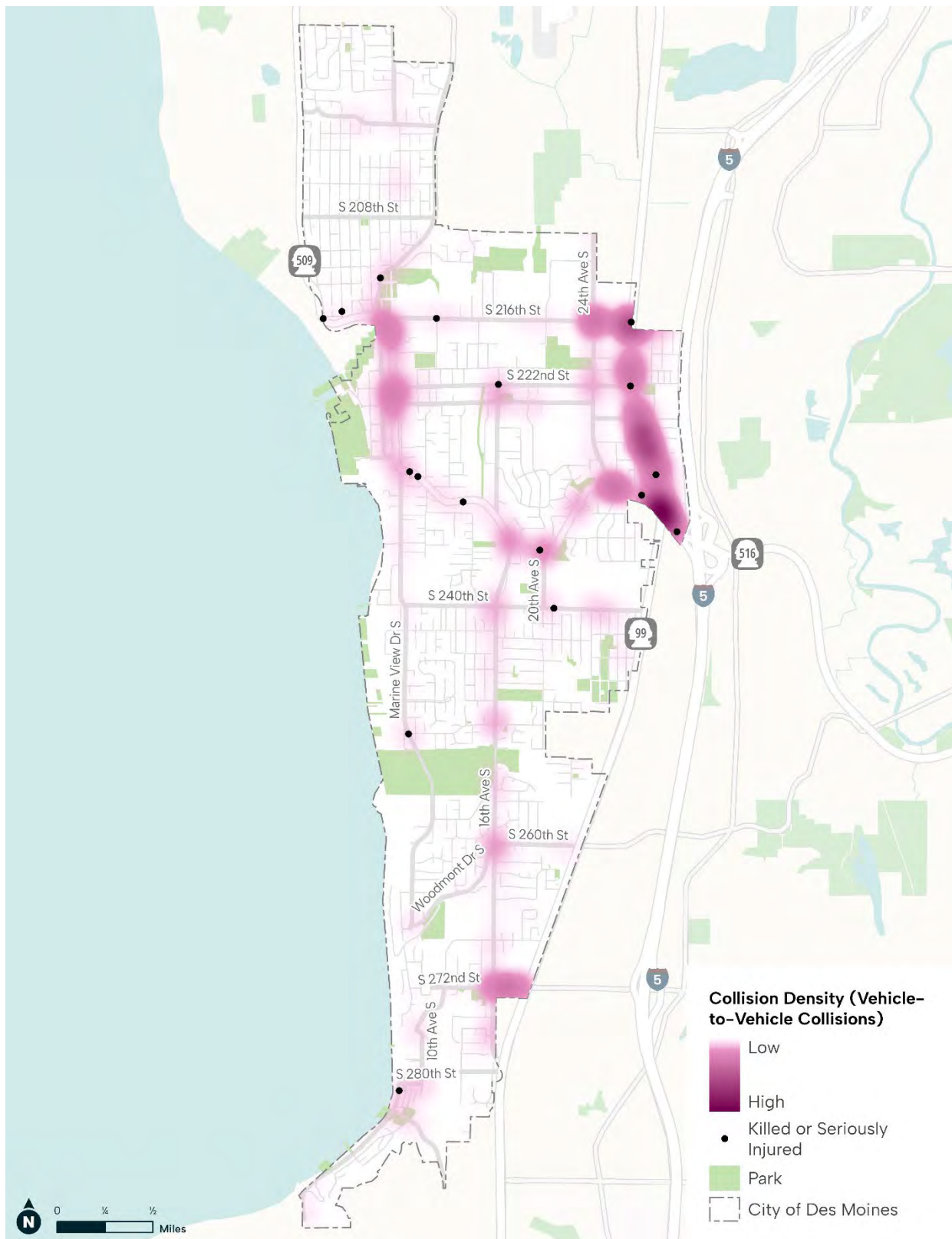


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Figure 3-18: Vehicle-to-Vehicle Involved Collisions in Des Moines (2019-2023)

Source: WSDOT, Fehr & Peers, 2025.

Notes: Collisions on the S Kent Des Moines Road segment outside the City limits and all State Routes within City limits included.

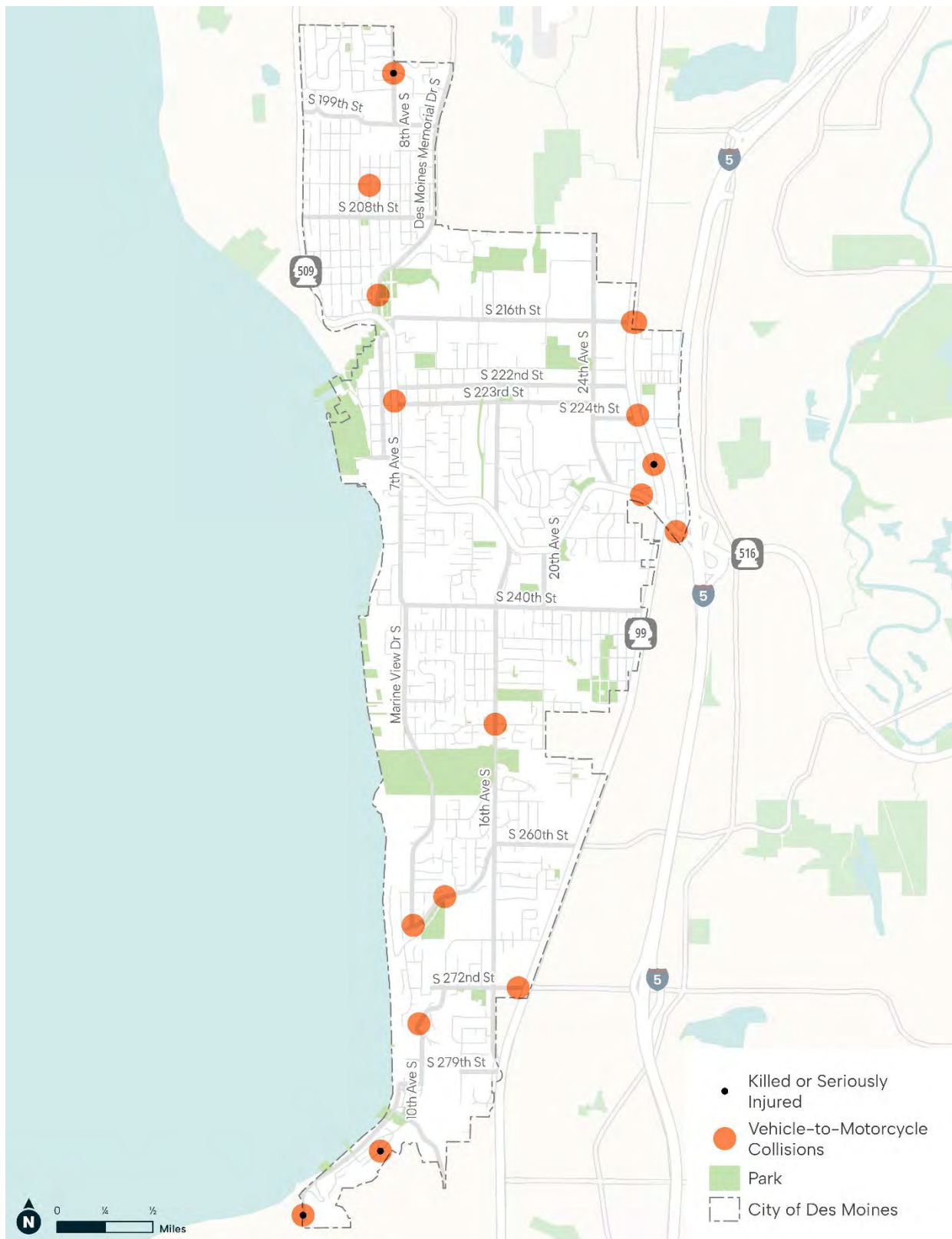


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Figure 3-19: Vehicle-to-Motorcycle Involved Collisions in Des Moines (2019-2023)

Source: WSDOT, Fehr & Peers, 2025.

Notes: Collisions on the S Kent Des Moines Road segment outside the City limits and all State Routes within City limits included.

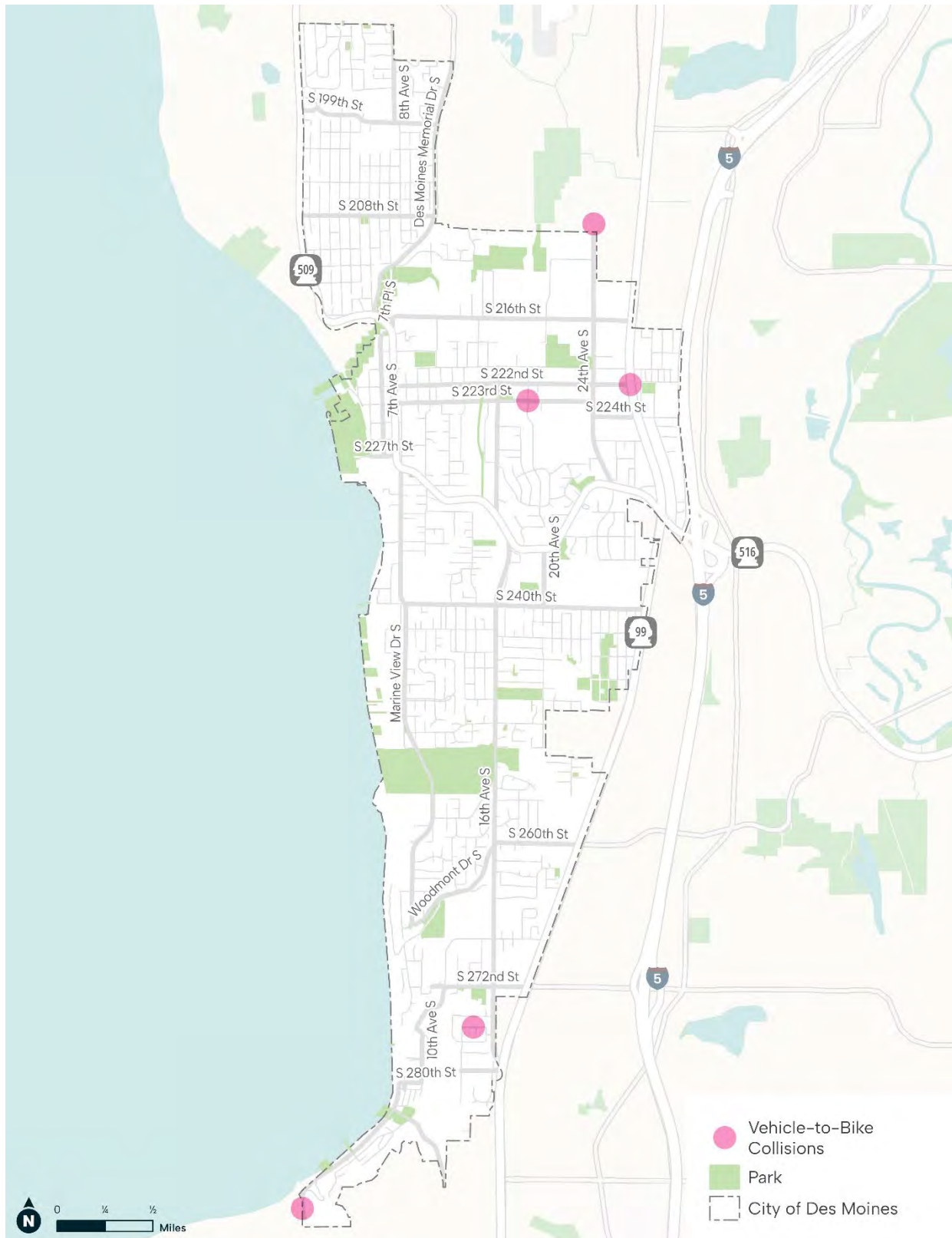


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Figure 3-20: Vehicle-to-Bicycle Involved Collisions in Des Moines (2019-2023)

Source: WSDOT, Fehr & Peers, 2025.

Notes: Collisions on the S Kent Des Moines Road segment outside the City limits and all State Routes within City limits included.

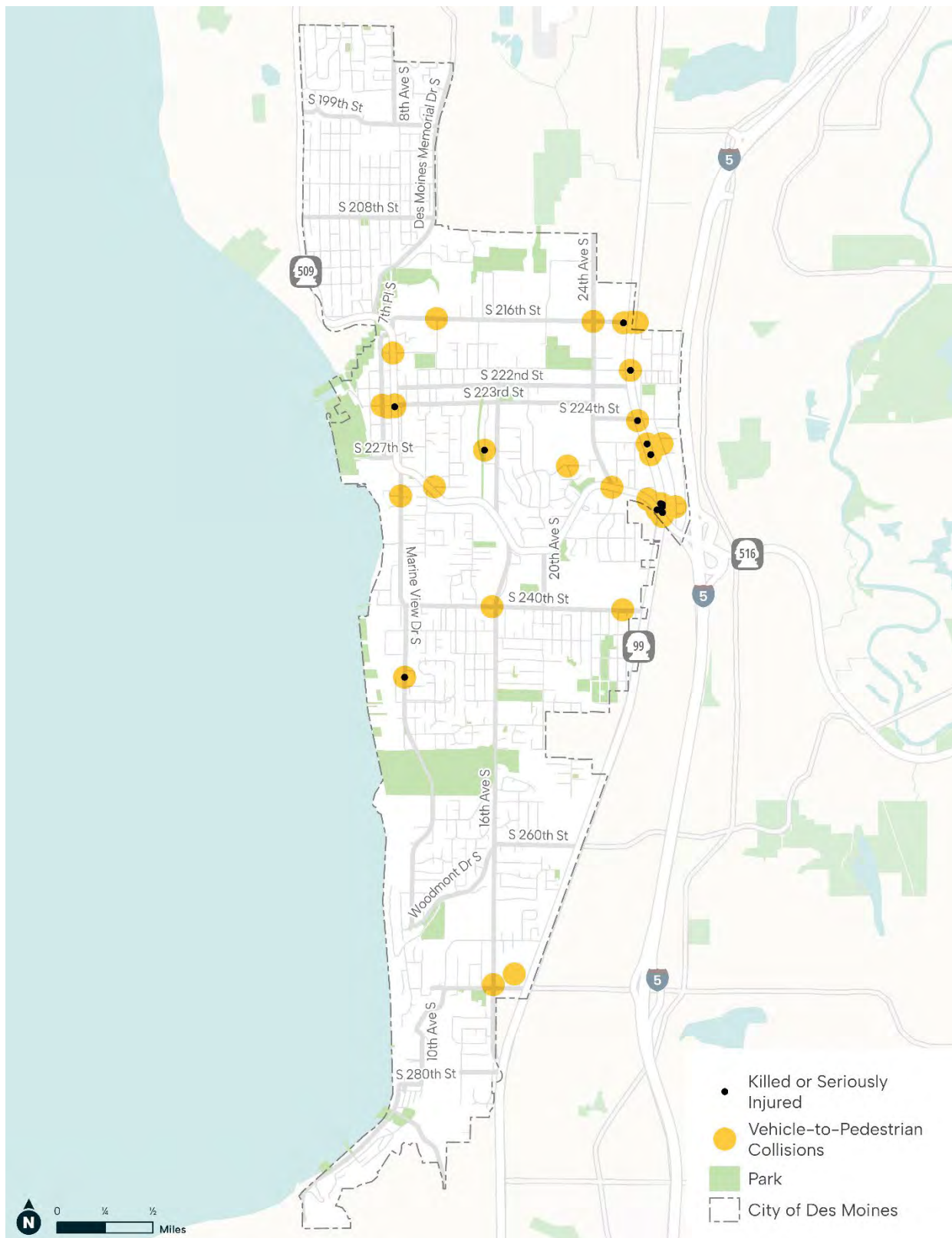


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Figure 3-21: Vehicle-to-Pedestrian Involved Collisions in Des Moines (2019-2023)

Source: WSDOT, Fehr & Peers, 2025.

Notes: Collisions on the S Kent Des Moines Road segment outside the City limits and all State Routes within City limits included.



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Current Trends and Opportunities

The Transportation Element presents a platform to understand transportation trends and identify opportunities to improve Des Moines' transportation network for all users. This section highlights these key trends and outlines strategic opportunities for improvement.

Multimodal Network Connectivity

A complete and connected transportation network enables Des Moines residents and visitors to travel seamlessly to and from key destinations. However, gaps in the network can discourage walking, bicycling, and transit use. Public input discussed in the next section identifies connectivity as a challenge for many roadway users. This Transportation Element presents an opportunity to identify investments to enhance pedestrian and bicycle connections to and from key destinations by filling gaps in current pedestrian, bicycle, and transit networks surrounding parks, schools, community services, commercial centers, places of employment, and bus stops and transit stations. The City is also well positioned to enhance multimodal transportation by leveraging surrounding waterways. Des Moines has long envisioned a passenger-only ferry service connecting the Marina District with regional destinations. Although the 2022 ferry service pilot was short-lived, it was well-received by the community. Consequently, the City continues to explore the possibility of establishing permanent passenger-only ferry service and advocate for funding.

Safety

Between 2019 and 2023, 1,384 vehicles collisions were reported in Des Moines, with 34 of these resulting in a fatality or serious injury. This accounts for approximately 2 percent of the total collisions. Ensuring the safety of all transportation users is priority for the City. While Des Moines has a Neighborhood Traffic Calming Program (NTCP) to address safety concerns on residential streets, it currently lacks a local road safety plan.

Consequently, the City is ineligible for Highway Safety Improvement Program (HSIP) funding to address critical safety needs. Exploring the development of a Comprehensive Safety Action Plan through the federal Safe Streets and Roads for All (SS4A) program could be an opportunity to advance transportation safety. Overall, meaningful improvements in safety for all users of Des Moines's transportation system will require a multi-disciplinary and multi-agency approach that involves implementation of engineering solutions as well as non-physical improvements, such as education, encouragement, and ongoing evaluation.

Local and Regional Growth

Recent development activity in Des Moines has included industrial, commercial, and mixed-use projects. The upcoming Federal Way Link Extension will introduce the Kent Des Moines and Star Lake Stations, creating opportunities for transit-oriented development and supporting new jobs and housing that benefit both nearby neighborhoods and the broader community. Growth outside the city is expected to place increasing demands on Des Moines' transportation network, underscoring the need for proactive planning and investment.

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Emerging Technologies

EMERGING TRANSPORTATION TECHNOLOGIES, INCLUDING ELECTRIC VEHICLES, SELF-DRIVING VEHICLES, DELIVERY DRONES, ELECTRIC BIKES, AND SCOOTERS ARE RAPIDLY RESHAPING THE HOW PEOPLE AND GOODS MOVE. AS THESE TECHNOLOGIES ARE BECOMING MORE PREVALENT, THERE IS NEED FOR THE CITY TO PROACTIVELY ANTICIPATE AND PLAN FOR THE COMMUNITY'S EVOLVING TRANSPORTATION NEEDS, EMBRACE EMERGING TECHNOLOGIES, AND EXPAND MOBILITY OPPORTUNITIES THROUGH INFRASTRUCTURE INVESTMENTS. SOME OF THESE TECHNOLOGIES HAVE THE POTENTIAL TO PROMOTE ENVIRONMENTAL AND COMMUNITY WELLBEING.

PUBLIC INPUT

In 2023, the City conducted a public survey to engage Des Moines residents and businesses with the goal of ensuring that the community has ample opportunity to identify issues and influence outcomes of the Comprehensive Plan update. The survey was open from July 27, 2023, to December 4, 2023, and was conducted primarily online via the "Social Pinpoint" engagement platform. The survey included planning priorities, transportation and infrastructure, and future land use development. The effort received 482 responses, and the key takeaways related to Des Moines' transportation system are listed below:

- Among the various travel options, driving is the most common mode of transportation for the Des Moines community when traveling to both local and regional destinations. However, there is growing appreciation for the City's increasing walkability, bike-friendliness, and improved access to public transit.
- Safety concerns, air traffic noise, speeding, infrastructure gaps and maintenance, and inadequate public transportation emerged as key challenges, with survey respondents prioritizing sidewalks, bike lanes, lighting, and better maintenance to improve mobility (**Figure 3-22**).

Figure 3-22: Public Input from Online Survey

Source: City of Des Moines, AHBL, 2023.

How could the City improve conditions for walking and/or biking?

Answered: 362 Skipped: 120



TRANSPORTATION GOALS, POLICIES AND ACTIONS

The transportation goals, policies, and implementation strategies documented in this section are targeted to guide City staff and elected officials to achieve the overall transportation vision and accommodate planned growth.

GOALS

- Goal TR 1** Design and construct a transportation system that is consistent with other elements of the Comprehensive Plan, particularly the Land Use Element, as feasible.
- Goal TR 2** Provide a safe multimodal transportation network that serves the diverse needs of Des Moines residents, businesses, emergency services, and visitors, as feasible.
- Goal TR 3** Require construction of multimodal transportation facilities needed to support new growth, ensuring compliance with adopted multimodal level of service (LOS) standards for the City's transportation network, as required by law.
- Goal TR 4** Minimize our impacts and advance environmental goals. Encourage the preservation and expansion of public transit services to provide necessary and affordable transportation alternatives for all residents, employees, and visitors.
- Goal TR 5** Maintain, expand, and enhance Des Moines' transportation network, particularly for walk, bike, and transit modes. Strive to provide safe, reliable, healthy, and accessible travel options to local and regional destinations for all.
- Goal TR 6** Consider parking strategies to support economic activity, transportation, circulation, and existing and future land uses.
- Goal TR 7** Consider the full life-cycle costs of transportation investment decisions and pursue funding from all potential sources.
- Goal TR 8** Strive to minimize the environmental impacts associated with transportation projects, incorporating context sensitive design strategies when appropriate.
- Goal TR 9** Promote climate resiliency by reducing congestion, air pollution and fuel consumption through Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) programs.
- Goal TR 10** Proactively anticipate and plan for the community's evolving transportation needs, embrace emerging technologies, and expand mobility opportunities.

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POLICIES AND IMPLEMENTATION STRATEGIES

Transportation and Land Use

Goal TR 1: Design and construct a transportation system that is consistent with other elements of the Comprehensive Plan, particularly the Land Use Element, as feasible.

TR 1.1 Build a street network that connects to the regional transportation system and to the local street networks in adjacent communities, where feasible.

- 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, as feasible.
- TR 1.1.2 Coordinate with neighboring cities on local street network improvements that cross jurisdictional boundaries.

TR 1.2 Strive for 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, where feasible.
- TR 1.2.2 Prepare and maintain a database of various traffic data including traffic volumes, truck traffic volumes, and turning movement counts, as feasible.
- TR 1.2.3 Prepare updates to the Comprehensive Transportation Plan (CTP) approximately every ten years to ensure that the most recent land use assumptions are reflected in the CTP.

TR 1.3 Transportation system design shall be based on the most current City of Des Moines Transportation data and analysis as compiled in the CTP. Transportation assumptions in the CTP shall reflect the most recent land use assumptions and should be updated approximately every ten years, with a “check up” approximately every five years.

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

TR 1.4 Consider multimodal transportation options by considering 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 Consider active transportation modes in the design of transportation capital improvement projects in accordance with Des Moines Municipal Code Chapter 12.60.

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- TR 1.4.2 Ensure development required frontage improvements accommodate active transportation modes in accordance with Des Moines Municipal Code Chapter 12.60.

Street System

Goal TR 2: Provide a safe multimodal transportation network that serves the diverse needs of Des Moines residents, businesses, emergency services, and visitors, as feasible.

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 To the extent possible, 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, as feasible.

- TR 2.2.1 Strive to 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, where practical.

- 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 To the extent possible new development should 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 Strive to 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 propose implementation strategies in the City's Neighborhood Traffic Calming Program where appropriate.
- TR 2.4.2 Monitor and identify traffic safety concerns and propose potential corrective measures as resources allow. (CTP TR 2.6)

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- 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 2.5.2 Encourage residents and business owners to provide comments online, through the neighborhood traffic calming program, at City Council meetings and direct contact with the Public Works office.
- TR 2.6 Preserve and maintain the existing streets and other transportation infrastructure, as feasible. (CTP TR 2.15)**
- TR 2.6.1 Monitor and identify traffic safety concerns, and implement potential corrective measures as resources allow. (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, as required by Des Moines Municipal Code. (CTP TR 2.12)
- TR 2.7 Promote safe, sustainable, and efficient movement of freight and goods on state-designated freight routes in Des Moines as well as in commercial areas.**
- TR 2.7.1 Provide truck route signage that supports clear wayfinding and easy identification of designated truck corridors and encourage use of designated truck corridors within city limits.
 - TR 2.7.2 Incorporate freight needs into the prioritization criteria for transportation investments to support eligibility for state and federal funding of freight improvement projects.
 - TR 2.7.3 Propose new development incorporate appropriate design features such as off-street loading and unloading areas for deliveries and waste collection.
- TR 2.8 Strive to provide a balanced transportation system that ensures safe, adequate access and circulation for all users citywide, accommodating diverse travel modes and the full range of demographic characteristics, including race, age, and income.**
- TR 2.8.1 Regularly review and update inventories of pedestrian, bike, automobile, transit, and freight facilities.
 - TR 2.8.2 Identify and invest in multimodal improvements that reflect community needs, where feasible.
 - TR 2.8.3 Consider racial and social equity impacts and benefits when planning, developing, and implementing transportation programs and projects.

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Multimodal Level of Service and Concurrency

Goal TR 3: Require construction of multimodal transportation facilities needed to support new growth, ensuring compliance with adopted multimodal level of service (LOS) standards for the City's transportation network, as required by law.

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

TR 3.1.1 Implement the intersection LOS standards for vehicles (automobiles and trucks) provided in **Table 3-7** below and strive to ensure all signalized intersections do not exceed an Xc of 1.0 using a 120-second cycle length, except Kent Des Moines Road/Pacific Highway, which may operate at an Xc equal to 1.2 using a 150-second cycle length. Xc is a measure of the critical volume to capacity (v/c) ratio for the approach lane groups that have the highest flow ratio (v/s) for a given phase. Any intersection that falls below the LOS standard should be added to the Transportation Improvement Plan, if not already scheduled for construction.

Table 3-7: Intersection LOS Standards

*LOS for AM or PM peak hour

LOS Standard*	Location
LOS D	• All intersections in Des Moines except locations noted below
LOS E	• Marina District intersections along 7th Avenue S and Marine View Drive between Des Moines Memorial Drive and Kent-Des Moines Road • S 220th Street / Pacific Highway S • S 224th Street / Pacific Highway S
LOS F	• S 216th Street / Pacific Highway S • Kent Des Moines Road / Pacific Highway S • Redondo Way / Redondo Beach Drive

TR 3.1.2 Implement bicycle level of traffic stress (BLTS) to evaluate LOS for bicycle facilities within Des Moines, targeting BLTS 2 or better for facilities running along and/or parallel to the City's principal, minor, and collector arterials (refer to **Table 3-3**).

TR 3.1.3 Implement pedestrian level of traffic stress (PLTS) to evaluate LOS for pedestrian facilities, targeting PLTS 2 or better for pedestrian facilities in Des Moines (refer to **Table 3-2**).

TR 3.1.4 Advocate for higher-quality transit stop amenities and transit service (speed and reliability) that aligns with land use in Des Moines and community needs.

TR 3.1.5 Periodically identify and prioritize improvements to the street network that ensure the adopted multimodal LOS standards are met.

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

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, as required by Des Moines Municipal Code.

TR 3.2.2 Consider procedures and standards for Transportation Impact Analyses.

Public Transit

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

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

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

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

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

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

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

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

TR 4.1.7 Coordinate with the City of Kent and Highline College for the Midway subarea. (CTP TR 4.12)

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- TR 4.1.8 Encourage King County Metro Marine Division to explore the feasibility of a passenger-only ferry.

Pedestrians and Bicycles

Goal TR 5: Maintain, expand, and enhance Des Moines' transportation network, particularly for walk, bike, and transit modes. Strive to provide safe, reliable, healthy and accessible travel options to local and regional destinations for all.

TR 5.1 Enhance the active transportation network to provide safe pedestrian and bicycle movement and improve accessibility using the ADA Transition Plan as a guide.

- 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 5.1.2 Provide wayfinding along roads, sidewalks and trails to direct active transportation users to trails and destinations, where feasible.
- TR 5.1.3 Improve accessibility by implementing the ADA Transition Plan to correct existing deficiencies and require all new development and City led projects to construct ADA compliant facilities.

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 where required per City standards. Street maintenance activities, including pavement overlays should provide upgrades for curb ramps when necessary, as feasible. (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, where required by City standards. (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.

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- 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, per City standards. (CTP TR 5.7)
- TR 5.3.4 Encourage new and existing schools, multi-family, and commercial developments to provide bicycle racks and other amenities to support bicycling. (CTP TR 5.8)

Parking

Goal TR 6: Consider parking strategies to support economic activity, transportation, circulation, and existing and future land uses.

TR 6.1 Require new development in the Marina District to provide parking spaces either on-site or in a shared parking structure as required by Des Moines Municipal Code.

- TR 6.1.1 Propose a detailed parking plan.

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

- TR 6.2.1 Consider 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 Consider setting and enforcing 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.

TR 6.3 Consider parking needs as the Marina expands for future ferry service.

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Funding

Goal TR 7: Consider the full life-cycle costs of transportation investment decisions and pursue funding from all potential sources.

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

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

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

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

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

TR 7.3.1 Require and review project specific Transportation Impact Analysis studies for new development to ensure compliance with adopted LOS standards, per City standards.

TR 7.3.2 Pursuant to RCW 36.70A(6)(b), establish concurrency requirements in the DMMC that reinforce the process of reviewing the transportation impacts of new development.

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

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TR 7.4.1 Prioritize pavement management as a priority in the Transportation Improvement Plan.

TR 7.4.2 To the extent permitted by state law, use Transportation Benefit District authority to allocate additional funds to pavement preservation.

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

TR 7.5.1 Apply for Highway Safety grants at locations that experience high accident rates and have correctable countermeasures, prioritizing traffic calming measures, when feasible.

TR 7.5.2 Use Automated Traffic Safety revenue to make pedestrian safety improvements Citywide with an emphasis on improvements near school zones, where feasible.

TR 7.6 Seek funding to support multimodal improvements, particularly for bicycle, pedestrian facilities, and ferries.

TR 7.6.1 Apply for Complete Streets grants to implement LTS 1 or LTS bicycle and pedestrian facilities, when feasible.

Environment and Community Wellbeing

Goal TR 8: Strive to minimize the environmental impacts associated with transportation projects, incorporating context sensitive design strategies when appropriate.

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

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

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

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

TR 8.1.4 Operate the transportation system to minimize congestion and air quality impacts, as feasible. (CTP TR 8.6)

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

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

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

TR 8.3 Collaborate with WSDOT, King County, and the Port of Seattle to ensure that operations and improvements at SeaTac International Airport and county/state facilities advance Des Moines' goals and policies as well as minimize adverse impacts to the wellbeing of Des Moines' residents.

Transportation Strategies for Sustainability and Adaptability

Goal TR 9: Promote climate resiliency by reducing congestion, air pollution, and fuel consumption through Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) programs.

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 active transportation. (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 work from home. (CTP TR 9.2)

TR 9.1.2 Encourage new commercial development to implement measures that promote greater use of transit, carpools, van pools, and bicycles, and increase opportunities for physical activity. (CTP TR 9.3)

TR 9.1.3 Encourage employers in commercial zones to sponsor, co-sponsor, or provide shuttles to enhance connectivity with Sound Transit Link Light Rail stations at S. 200th Street and in the vicinity of Highline College, with BRT facilities on Pacific Highway S., as well as provide routes that would circulate through Des Moines to bring people to and from the Marina District

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

Goal TR 10: Proactively anticipate and plan for the community's evolving transportation needs, embrace emerging technologies, and expand mobility opportunities.

TR 10.1 Encourage the adoption and use of evolving technological transportation improvements.

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TR 10.1.1 Incentivize the introduction and use of evolving technological transportation improvements such as electric scooters, electric vehicles, adaptive traffic signal control technologies, and autonomous vehicles.

TR 10.2 Promote emerging technology and innovative approaches to local goods deliveries, including cargo bikes and microhubs.

TR 10.2.1 Include considerations for emerging technologies and innovative approaches to local deliveries during the design phase of all projects affecting the right-of-way in Des Moines.

DES MOINES' FUTURE TRANSPORTATION SYSTEM

The City of Des Moines recognizes that a complete, safe, and equitable transportation system includes facilities that support all travelers, regardless of which mode they choose: walking, bicycling, taking transit, using ferry service, a shared mode, or driving. The Transportation Element takes a layered network approach to focus on how Des Moines' transportation network can function, as a system, to meet the needs of all users. This section discusses Des Moines' envisioned future transportation system.

PEDESTRIAN AND BICYCLE NETWORK & PLANNING GUIDELINES

While the City's transportation network has several pedestrian and bicycle facilities, the City is committed to creating a more accessible and user-friendly system with enhanced comfort, safety, and connectivity. The adoption of pedestrian level of traffic stress (PLTS) and bicycle level of service (BLTS) as multimodal level of service metrics is targeted to advance the City's vision and goals for a multimodal network. As illustrated in **Figure 3-8**, PLTS or BLTS 1 indicates the most comfortable pedestrian facility for all users and PLTS 4 highlights an uncomfortable facility for most users.

The City will be striving for PLTS 2 or better for pedestrian facilities and BLTS 2 or better for bicycle facilities running along and/or parallel to the City's principal, minor, and collector arterials (**Table 3-2** and **Table 3-3**). In cases where BLTS 2 or better is not feasible due to limiting factors such as right-of-way, traffic speed and vehicle volumes, alternative routes such as trail connections will suffice. The City will work with developers to add adequate frontage facilities as part of larger developments as well as seek grant funding to implement pedestrian and bike facilities as part of City-led projects

TRANSIT NETWORK & PLANNING GUIDELINES

As noted in earlier sections, transit service (routes, headways, and stop amenities) in Des Moines is provided by King County Metro. Consequently, the City has limited control over transit service and amenities. However, the City is empowered to advocate for higher-quality transit stop amenities and higher levels of service along city streets in line with the Transit LOS outlined in **Table 3-8**. Furthermore, the City will advocate for its long-envisioned passenger-only ferry service which had a well-received pilot in 2022.

Table 3-8: Recommended Transit LOS

Source: Fehr & Peers, 2025.

Stop Component	Corridor Type	
	Local Transit Corridor	Frequent and Express Transit Network Corridor
Weather Protection	Yes, priority with 25+ daily boardings	Yes, for Rapid Ride stops, priority with 25+ daily boardings on other Frequent/Express stops
Seating	Yes, near community assets	Yes, for Rapid Ride stops, priority with 25+ daily boardings on other Frequent/Express stops
Paved Bus Door Passenger Zone	Yes, zone length 25-30 feet	Yes, zone length 60 feet

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Wayfinding	Yes, priority with 25+ daily boardings	Yes, for Rapid Ride stops, priority with 25+ daily boardings on other Frequent/Express stops
Other Amenities (trash, lighting, bike parking)	Yes, priority with 25+ daily boardings	Yes, for Rapid Ride stops, priority with 25+ daily boardings on other Frequent/Express stops

FREIGHT NETWORK & PLANNING GUIDELINES

The rise in urban populations, the growth of e-commerce, and the associated increase in freight activity have led to a surge in goods and parcel deliveries in cities. This trend underscores the need to review and develop guidelines that better accommodate freight movement and related operations. However, existing street designs and policies often pose challenges for truck and freight operators, highlighting the importance of planning for more freight-friendly infrastructure. Better balance can be achieved by clearly defining freight corridors and developing guidelines to address the following challenges often faced by truck or commercial delivery drivers in cities:

- Large truck operators frequently have difficulty navigating restricted and narrow turns, narrow lanes, and curved or circular travel paths.
- Street furniture, bike parking, trees, signage, bollards, and other curbside or sidewalk obstructions can inhibit delivery activity if they are installed without considering truck needs.
- Inadequate supply of truck parking and delivery spaces results in double parking or parking in the middle of roadways using two-way left-turn lanes, which presents safety and traffic issues for other road users.
- High risk for dangerous collisions in areas where pedestrians and bicyclists are likely to be operating in driver blind spots.
- Poorly designed commercial vehicle load zones which do not accommodate safe and efficient deliveries. The space allocation for deliveries is typically constrained.

As a community that facilitates citywide delivery activity, continued partnerships with regional agencies and future considerations for curb access and truck parking are needed to ensure efficient delivery of goods and to limit impacts on other transportation modes.

FUTURE AUTOMOBILE OPERATIONS

Based on land use forecasts that are consistent with the Land Use Element and King County targets over the next two decades, future traffic volumes were estimated for the study intersections displayed in **Figure 3-14** using the customized Des Moines travel demand model. The model assumes a growth of 3,141 households and 2,111 jobs between 2025 and 2044. An average growth in traffic volume on city streets of about 11 percent is anticipated over the 20-year period. The modest growth in traffic volumes is primarily attributed to the following major regional projects anticipated to be completed prior to 2044:

- The SR 509 Completion Project is constructing a new four-lane tolled expressway between I-5 and SR 509's current end near Sea-Tac Airport.

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- The Federal Way Link Extension (FWLE) is adding nearly eight miles to Sound Transit's regional light rail system via mostly elevated tracks between SeaTac and Federal Way. The project includes three new stations: Kent Des Moines near Highline College, Star Lake, and Downtown Federal Way.

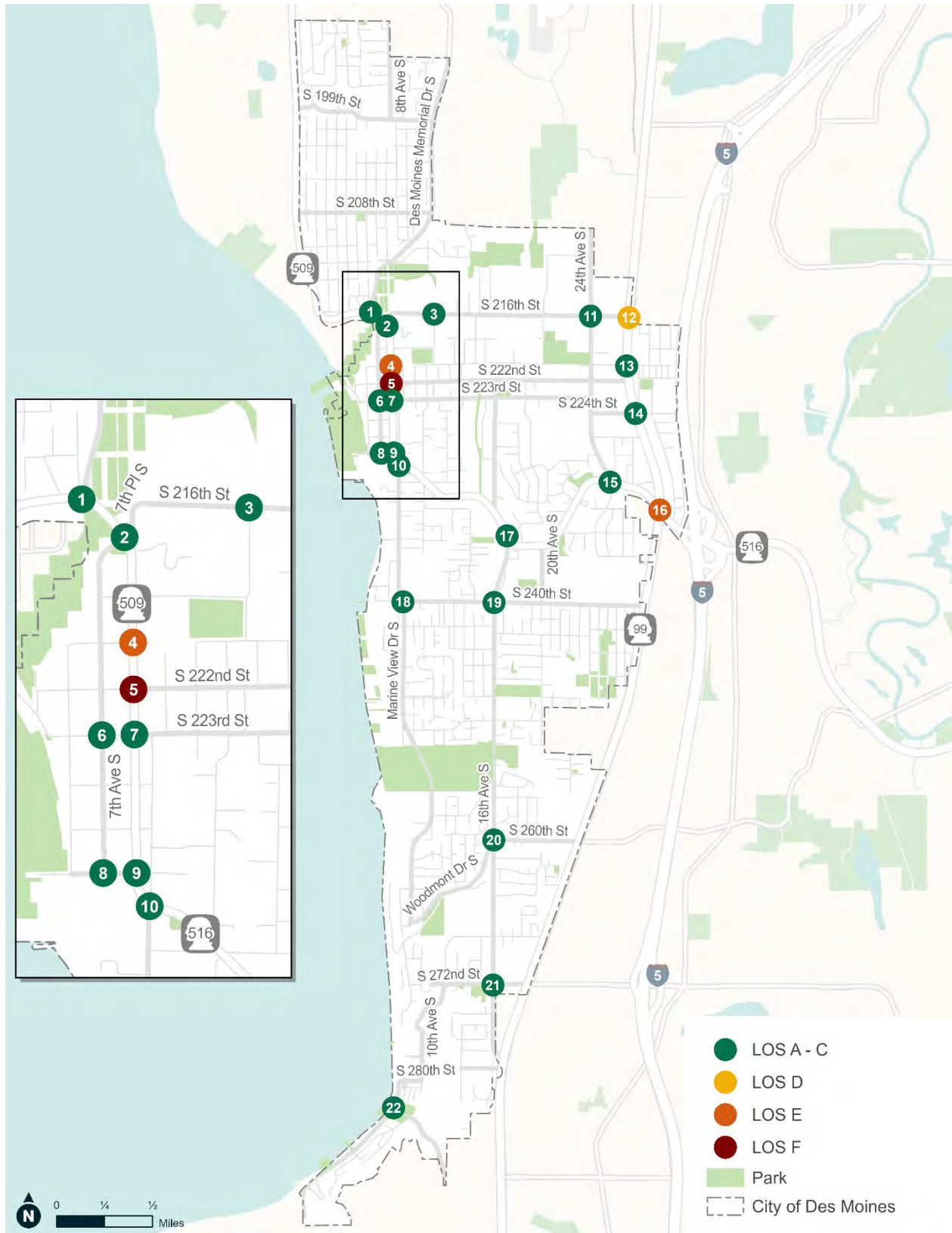
The regional projects are expected to move some regional traffic from city streets to SR 509 and light rail. Given the modest growth in traffic volumes between 2025 and 2044, operational trends at the study intersections are expected to be similar to existing conditions (**Figure 3-23** and **Table 3-9**). S 222nd Street / Marine View Drive S (LOS F with an average of 95 seconds for the westbound left-turn of the two-way stop-controlled intersection) is anticipated to operate at a level of service that does not meet the City's LOS policy during the PM peak hour. This location is also failing under existing conditions. The increase in northbound and southbound traffic volumes on Marine View Drive is expected to further limit gaps in traffic flow that permit eastbound or westbound left-turn movements. Similar to existing conditions, the intersection along SR 99 at SR 516 meets the City's LOS F standard but fails to meet WSDOT's LOS D standard for SR 99.

To address the noted operational deficiencies at S 222nd Street / Marine View Drive S, access restrictions for left-turn and through movements on S 222nd Street are proposed as a future project. This would divert the few trips (a total of 40 on both minor approaches in the PM peak hour) making these movements to nearby signalized intersections, including S 223rd Street / Marine View Drive. The proposed intersection modification could also present room to extend the bike lane on S 222nd Street east of Marine View Drive to connect to the intersection. Close coordination with WSDOT is proposed to develop specific mitigation measures for Kent Des Moines Road (SR 516) / Pacific Highway S (SR 99) to meet the standards set by the State.

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Figure 3-23: PM Peak Hour - Intersection LOS (Future 2044 Conditions)

Source: Fehr & Peers, 2025.



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Table 3-9: PM Peak Hour - Intersection LOS (Future 2044 Conditions)

Source: Fehr & Peers, IDAX Data Solutions, 2025.

Notes: ^Intersections analyzed using HCM 2000 methodology instead of HCM 7th edition due to unusual geometry or unusual signal phasing. Intersections that do not meet the City's current standard are in **bold** text.

*WSDOT LOS standard for Highways of Statewide/Regional Significance is also applicable: LOS D and LOS E Mitigated for intersections on SR 99 and SR 516, respectively.

**A roundabout is assumed under 2044 conditions (anticipated City-led project). Without the planned improvements, the intersection would operate at LOS F in 2044.

ID	Intersection Location	Control	LOS Standard	2025 Conditions		2044 Conditions	
				Delay (s)	LOS	Delay (s)	LOS
1	Des Moines Memorial Dr / S 216th Street	Signal	E	16	B	17	B
2	7th Avenue S / Marine View Drive (SR 509)	Signal	E	23	C	25	C
3	S 216th Street & 11th Avenue S	Signal	D	10	B	12	B
4	S 220th Street / Marine View Drive S	TWSC	E	21	C	47	E
5	S 222nd Street / Marine View Drive S	TWSC	E	62	F	95	F
6	S 223rd Street / 7th Avenue S	Signal	E	9	A	9	A
7	S 223rd Street / Marine View Drive (SR 509)	Signal	E	11	B	13	B
8^	S 227th Street / 7th Avenue S	Signal	E	22	C	24	C
9	S 227th Street / Marine View Drive (SR 509)	Signal	E	26	C	27	C
10^	Marine View Drive (SR 509) / Kent-Des Moines Road (SR 516)	Signal	E*	24	C	27	C
11	S 216th Street / 24th Avenue S	Signal	D	21	C	23	C
12	S 216th Street / Pacific Highway S (SR 99)	Signal	F*	51	D	55	D
13^	S 220th Street / Pacific Highway S (SR 99)	Signal	E*	15	B	17	B
14	S 224th Street / Pacific Highway (SR 99)	Signal	E*	19	B	19	B
15	Kent Des Moines Road (SR 516) / 24th Avenue S	Signal	D*	12	B	16	B
16	Kent Des Moines Road (SR 516) / Pacific Highway S (SR 99)	Signal	F*	60	E	62	E
17	Kent Des Moines Road (SR 516) / 16th Avenue	Signal	D*	9	A	10	A
18	Marine View Drive S / 240th Street	AWSC**	D	24	C	9	A
19	S 240th Street / 16th Avenue S	Signal	D	11	B	13	B
20^	S 260th Street / 16th Avenue S	Signal	D	24	C	33	C
21	S 272nd Street / 16th Avenue S	Signal	D	22	C	27	C
22	Redondo Way / Redondo Beach Drive S	AWSC	F	14	B	16	C

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TRANSPORTATION PROJECT LIST

The projects and programs outlined in this section are designed to advance the City's goals, policies, and vision. Implementing the project list would contribute to a safer, more connected multimodal transportation system. **Table 3-10** presents projects that respond to transportation needs, opportunities, and ideas identified during the development of the Transportation Element. The tabulated projects are primarily from the City's Transportation Improvement Program. The TIP is updated approximately every year and can be found on the City's website for the latest Project List.

Each project in **Table 3-10** includes a priority number, location, description, primary travel modes affected, and a cost estimate. TIP projects are assigned priority ranking based primarily on needs outlined in the Comprehensive Transportation Plan (safety, capacity, non-motorized, and transit), analysis of existing system (traffic engineering studies, community input, etc.), and interagency coordination (Franchise Utility, SeaTac, Sound Transit, etc.). Given funding limitations, the priority numbers help identify which projects most effectively support the City's goals.

As detailed in the next section, the 20-year funding forecast for transportation capital improvement projects in Des Moines is around \$42 million (in 2025 dollars). This estimate does not include any potential grant funding that the City may be able to secure. Projects that can be implemented within the City's 20-year forecasted funding are grouped in the table under "Fiscally Constrained Project List" and the rest are grouped under "Unfunded Project List".

Table 3-10: Transportation Element Project List

Source: City of Des Moines, Fehr & Peers, 2025

Notes: The cost estimates provided are in 2025 dollars

-* mitigation project proposed to address impacts from forecasted vehicle LOS.

TIP Priority No.	Name	Location	Description	Mode	Cost Estimate
Fiscally Constrained Project List					
1	Pavement Preservation Program	Citywide	Maintain and preserve the City's roadway surfaces through pavement rehabilitation measures such as overlays/patching, crack sealing and other preventative maintenance measures.	Auto	\$17,480,000.00
2	Traffic Safety Improvement Program (ASE)	Citywide	Respond to capital needs associated with traffic and pedestrian safety. These funds would be primarily focused on capital projects near existing schools and other traffic safety related concerns.	Auto; Ped	\$2,052,000.00
3	ADA Compliance Program	Citywide	Installation of Right-of-Way and facility improvements.	Ped	\$1,740,000.00

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TIP Priority No.	Name	Location	Description	Mode	Cost Estimate
4	24th Ave S. Improvement Project (Segment 2)	from: S. 223rd Street to: Kent- Des Moines Road	Sidewalk, curb, gutter & drainage improvements in conjunction with SWM's 24th Ave Pipeline Replacement. Provide 2- way left turn lane and enhanced pedestrian crossings.	Auto, Ped	\$4,900,000.00
5	Sound Transit - Link Light Rail	from: S. 216th St. to: S. 272nd St.	Coordination on Link Light Rail Alignment	Transit	\$180,000.00
6	WSDOT – SR509 Gateway and S 216 th Street Bridge	from: S 216 th Street to: S 272 nd Street	Coordination on Sr509 Gateway	Auto	\$250,000.00
7	Barnes Creek Trail - South Segment	from: 16th Ave S. to: Highline College	Construct shared use path/trail along the north side of S 240th Street. Potential nonmotorized facilities on the south side of S 240th Street and associated traffic safety enhancements.	Ped, Bike	\$6,900,000.00
8	South 240 th Street Improvements (Segment 2)	from: 20 th Ave S to: 16 th Ave S	Reconstruct roadway including two travel lanes, bicycle lanes, curb, gutter and sidewalks	Auto, Bike, Ped	\$6,500,000.00
9	Neighborhood Traffic Calming Program	Citywide	Respond to traffic calming concerns.	Auto, Bike, Ped	\$1,000,000.00
10	Guardrail Program	Citywide	Install new guardrail and upgrade existing installations	Auto	\$6,500,000.00
11	S. 200th St. & S. 199th St. Improvements (Segment 1)	from: DMMD to: 8th Ave S.	Known as the North Hill Elementary Walkway Improvements Project. Install curbs, gutters, sidewalks, & bike lanes. Funding for this project has been identified through the Safe Routes to School program.	Bike, Ped	\$3,350,000.00
Unfunded Project List					
12	24th Ave S Improvements (Segment 1)	from: S. 216 th St to: 8 th Ave S	Sidewalk, curb, gutter, & drainage Improvements. Provide 2-way left turn lane.	Auto, Ped	\$6,050,000.00
13	S 240th Street Improvements (Segment 3)	from: 16 th Ave. S to: Marine View Drive	Reconstruct roadway including two travel lanes, bicycle lanes, curb, gutter, and sidewalks.	Auto, Bike, Ped	\$950,00.00

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TIP Priority No.	Name	Location	Description	Mode	Cost Estimate
14	Marine View Drive and S 240th Street Project	Intersection Improvement	Reconstruct roadway to improve horizontal alignment. Provide pedestrian facilities. Install roundabout or traffic signal if warranted.	Auto, Ped	\$2,165,000.00
15	S 223rd Street/Cliff Ave Street Improvements	from: Cliff Ave to: 8 th Ave S.	Corridor redevelopment as part of the overall Marina Redevelopment priority. Targets non-motorized users, connectivity between downtown and Marina, as well as the strategic storm water quality.	Ped	\$8,800,000.00
16	Comprehensive Transportation Plan (CTP) Update			Auto, Bike, Ped, Transit	\$1,500,000.00
17	South 240th St. Improvements (Segment 1)	from: East City Limits to: 20th Ave .S.	Reconstruct roadway including two travel lanes, two-way left turn lane, bicycle lanes, curb, gutter and sidewalks.	Auto, Bike, Ped	\$6,500,000.00
18	S 224th Street Improvements	from: Pacific Highway S to: 30 th Ave S	Reconstruct roadway. Complete curb, gutter, and sidewalk improvements.	Auto, Ped	\$908,000.00
19	Redondo Area Parking Management Project	Redondo Area	Installation of parking management system on South 282nd, Redondo Way, and portions of Sound View Dr.	Auto	\$350,000.00
20	Redondo Area Street Lights	from: S. 281st St to: South City Limits	Install conduit and street lighting in local road areas currently without lighting	Auto	\$70,000.00
21	Marine View Dr. ITS Project	from: Kent-Des Moines Road to: DMMD	Coordinate and optimize signal timing by installing fiber optic signal communications	Auto	\$220,000.00
22	Barnes Creek Trail - North Segment	from: S 216th Street to: S 223rd Street	Construct shared use path/trail along old SR509 ROW.	Bike, Ped	\$5,735,000.00
23	Barnes Creek Trail - Central Segment	from: S 223rd Street to: 16th Ave S	Construct shared use path/trail along old SR509 ROW and South side of Kent Des Moines Road	Bike, Ped	\$4,300,000.00
24	Downtown Des Moines Improvements	from: S. 227th/220&223 to: 6th/8th	Provide sidewalks 6th Ave. S. & side streets from S.227th to S.220th/8th Ave S (west side) & side streets and alleys from S.227th to S.223rd. May include street & water distribution upgrades. May include S 222nd cul-de-sac roadway improvements.	Auto, Ped	\$4,200,000.00

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TIP Priority No.	Name	Location	Description	Mode	Cost Estimate
25	Traffic Management Center (TMC)	Citywide/Public Works - Engineering	Continue to improve communication and coordination with WSDOT and King County Traffic Management Centers. Implement Citywide ITS program	Auto	\$60,000.00
26	Redondo Beach Drive - Seawall Pile Corrosion Project	from: S 283rd Street to: Redondo Shores Dr. S	Corrosion protection for seawall H-Piles.		\$330,000.00
27	Redondo Way Sidewalk Project	from: Redondo Beach Dr. to: East of Sound View Drive	Install curb, gutter, & sidewalk on north side of Redondo Way between Redondo Beach Drive and Sound View Drive	Ped	\$1,000,000.00
28	Parking Management Plan	Highline College Area	Develop a parking management plan strategy and apply program and actions	Auto	\$100,000.00
29	Kent-Des Moines Rd. Improvements (Segment 2)	from: 24th Ave. S. to: Pacific Highway South	Widen roadway to provide pedestrian facilities and additional turn lanes. Joint with City of Kent	Auto	\$7,285,000.00
30	Pacific Highway S. and S. 240th St.		Widen to provide dual left turn pocket for eastbound approach, revise signal timing. Coordinate with the City of Kent.	Auto	\$4,100,000.00
31	16th Ave. S./18th Ave. S. Road Improvement	from: S. 220th St. to: S. 216th St.	Construct new neighborhood collector alignment along 16/18th Ave. S.. corridor, incl. curb/gutter. May be shared use path constructed along R/W so pedestrian/bicycle facilities may be away from roadway alignment.	Auto, Bike, Ped	\$3,300,000.00
32	Downtown Circulation Study		Develop a plan to maximize multi-modal use, pedestrian access and traffic operations.	Auto, Ped	\$100,000.00
33	Parking Management Plan	Downtown	Develop a parking management plan strategy and apply program and actions.	Auto	\$100,000.00
34	Wooten Park Access and Parking Improvements	from: Redondo Way South to: South 282nd St	Increase parking with a new parking lot east of Wooten Park	Auto	\$1,650,000.00
35	Des Moines Memorial Drive Improvement	from: S. 208th St. to: Marine View Drive	Install bike lanes, curb, gutter, drainage & sidewalks. Add a lane to approach to Marine View Dr.& left turn pockets where feasible.	Auto, Bike, Ped	\$8,100,000.00
36	Des Moines Memorial Drive and Marine View Dr.	Intersection Improvement	Lengthen approach lanes, coordinate signal with MVD and 7th/216th. Consider possibility of a Round-About.	Auto	\$2,500,000.00

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TIP Priority No.	Name	Location	Description	Mode	Cost Estimate
37	Marine View Dr. and 7th/216th Street	Intersection Improvement	Optimize signal timing, and coordinate signal with DMMD and MVD intersection	Auto	\$300,000.00
38	8th Ave. S Improvement Project (Segment 1)	from: North City Limits to: S. 200th Street	Reconstruct to Minor Arterial standards including bike lanes, curbs, gutters, and sidewalks.	Auto, Bike, Ped	\$4,700,000.00
39	Kent-Des Moines Road Improvements (Segment 3)	from: Marine View Drive to: 16th Ave. South	Widen roadway to provide pedestrian facilities and additional lanes where warranted.	Auto, Ped	\$9,000,000.00
40	Marine View Drive and Kent-Des Moines Road	Intersection Improvement	Add a second eastbound through lane through the intersection.	Auto	\$3,000,000.00
41	Marine View Drive and S. 227th St.	Intersection Improvement	Revise lane configuration to single eastbound right with overlap signal phase. Add second southbound through lane at intersection.	Auto	\$700,000.00
42	Kent-Des Moines Road Improvements (Segment 1)	from: 16th Ave. S. to: 24th Ave. S.	Widen roadway to provide pedestrian facilities and center 2-way turn lane where warranted	Auto, Ped	\$6,000,000.00
43	30th Ave. S. Over-Crossing	Bridge Crossing over Kent-Des Moines Road	Construct vehicular or ped/bike bridge over Kent Des Moines Road linking Pacific Ridge with Midway. Coordinate with Kent.	Auto, Bike, Ped	\$8,050,000.00
44	Redondo Beach Drive Sidewalk Project	from: S. 281st St to: South City Limits	Install sidewalk where missing and make pedestrian improvements.	Ped	\$600,000.00
45	S 200th Street & S 199th Street Improvements (Segment 2)	from: 8th Ave S to: 1st Ave. S.	Install curbs, gutters, sidewalks, & bike lanes.	Auto, Bike, Ped	\$2,200,000.00
46	16th Ave. S. Improvement Project (Segment 5a)	from: S. 272nd St. to: S. 276th Street	Widen to provide 3-lane roadway w/curbs, gutters, bike lanes & sidewalks. Provide new alignment to Pacific Hwy. S. If feasible. Joint project w/City of Federal Way. Also coordinate w/City of Kent and King County Metro	Auto, Bike, Ped	\$2,040,000.00
47	16th Ave. S Improvements Project (Segment 3)	from: Kent-Des Moines Rd. to: S. 240th St.	Widen to provide center turn lane at apartment driveways south of Kent- Des Moines Road. Provide bus pullouts.	Auto	\$4,100,000.00
48	16th Ave. S Improvements Project (Segment 2)	from: S. 260th St. to: S. 250th Street	Install curbs, gutters and sidewalks and bike lanes. Provide 2-way left turn lane.	Auto, Bike, Ped	\$6,600,000.00
49	S. 208th St. Sidewalk Project	from: 1st Ave. S. to: DMMD	Install sidewalk and make pedestrian improvements.	Ped	\$1,600,000.00

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TIP Priority No.	Name	Location	Description	Mode	Cost Estimate
50	20th Ave. S. Improvement Project (Segment 2)	from: S. 240th St. to: S. 243rd Street	Reconstruct and extend neighborhood collector street with curb, gutter and sidewalks.	Auto, Ped	\$1,500,000.00
51	20th Ave. S. Improvement Project (Segment 1)	from: S. 243rd St. to: S. 250th Street	Reconstruct to Neighborhood Collector standards and provide curb, gutter and sidewalks.	Auto, Ped	\$2,400,000.00
52	South 250th/251st Street Improvement	from: Marine View Drive to: 16th Ave. S.	Construct bike lanes and curb, gutter and sidewalk on both sides.	Bike, Ped	\$2,800,000.00
53	S. 250th Street and 16th Ave. S.	Intersection Improvement	Add eastbound right turn pocket.	Auto	\$250,000.00
54	S. 272nd Street / Marine View Drive		Reconstruct roadway to improve horizontal and vertical alignment	Auto	\$800,000.00
55	Pacific Highway S. and S. 260th St.	Intersection Improvement	Revise signal timing. Coordinate with the City of Kent.	Auto	\$160,000.00
56	16th Ave. S Improvements Project (Segment 4)	from: S. 240th St. to: S. 250th St.	Widen to three lane minor arterial with curbs, gutters, bike lanes and sidewalks.	Auto, Bike, Ped	\$4,500,000.00
57	South 222nd Street Improvement Project	from: Marine View Drive to: Pacific Highway South	Reconstruct to Neighborhood Collector standards including two travel lanes, bicycle lanes, curb, gutter and sidewalks.	Auto, Bike, Ped	\$3,000,000.00
58	S. 216th Street Improvement (Segment 1b) Transportation Gateway Project (1 of 4 projects)	from: East City Limits to: Pacific Highway South	Widen to provide additional travel lanes, bike lanes, curb, gutter, & sidewalks. Project coordinated with WSDOT construction of SR509 to replace the I-5 overcrossing with transitions to the planned lane configuration	Auto, Bike, Ped	\$3,900,000.00
59	16th Ave. S. Improvement Project (Segment 5b)	from: S. 276th St. to: Pacific Highway South	Widen to provide 3-lane roadway w/curbs, gutters, bike lanes & sidewalks. Provide new alignment to Pacific Hwy. S. if feasible. Joint project w/City of Federal Way. Also coordinate w/City of Kent and King County Metro.	Auto, Bike, Ped	\$4,400,000.00
60	S. 240th Street Overcrossing	from: Pacific Highway South to: Military Road	Construct bridge over Interstate 5. Coordinate with City of Kent.	Auto, Ped	\$13,500,000.00

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TIP Priority No.	Name	Location	Description	Mode	Cost Estimate
61	Marina Bike Connection	from: S. 227th Street to: Cliff Ave. S.	Install bike connection through the Marina to link the Des Moines Creek Trail to S. 227th St.	Bike	\$160,000.00
62	S. 272nd Street Improvements	from: Pacific Highway South to: 16th Ave. S.	Install access control to enhance safety.	Auto	\$100,000.00
63	Redondo Beach Drive and Redondo Way South	Intersection Improvement	Install traffic signal, or consider other intersection treatments to enhance capacity.	Auto	\$720,000.00
64	S. 220th St. Improvements	from: Pacific Highway South to: 30th Ave. S.	Reconstruct roadway	Auto, Ped	\$1,000,000.00
65	S. 220th St. and Pacific Highway S.	Intersection Improvement	Widen for left turn pockets, adjust roadway profile and approach grades, and revise signal phasing to remove split phasing	Auto	\$700,000.00
66	S. 225th Pl. Connection Improvement	from: Pacific Highway South to: 30th Ave. S.	Construct new pedestrian connection and potential roadway	Auto, Ped	\$4,600,000.00
67	S. 222nd Pl. Connection Improvement	from: 28th Ave. S. to: 30th Ave. S.	Construct new roadway	Auto, Ped	\$1,900,000.00
68	South 227th Street Improvements	from: West City Limits to: Marine View Dr.	Reconstruct roadway to improve bicycle connection between Marina and Marine View Drive	Bike	\$1,150,000.00
69	30th Ave. S. Improvements (Segment 1)	from: S. 216th St. to: S. 220th St.	Reconstruct roadway	Auto, Ped	\$1,600,000.00
70	30th Ave. S. Improvements (Segment 2)	from: S. 222nd Pl. to: n/o S. 224th St.	Reconstruct roadway	Auto, Ped	\$800,000.00
71	30th Ave. S. Improvements (Segment 3)	from: n/o S. 224th St. to: S. 224th St.	Reconstruct roadway	Auto, Ped	\$250,000.00
72	30th Ave. S. Improvements (Segment 4)	from: S. 224th St. to: Kent-Des Moines Rd.	Reconstruct roadway	Auto, Ped	\$4,000,000.00
73	S 224th Street Cul-de-Sac Improvements	from: Eastern terminus to: I-5	Reconstruct roadway	Auto, Ped	\$250,000.00
74	8th Ave. S. and S. 200th Street	Intersection Improvement	Install traffic signal, or consider other intersection treatments to enhance capacity	Auto	\$300,000.00

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TIP Priority No.	Name	Location	Description	Mode	Cost Estimate
75	24th Ave. S. and S. 222nd Street	Intersection Improvement	Install traffic signal, or consider other intersection treatments to enhance capacity.	Auto	\$550,000.00
76	20th Ave. S. and S. 240th St. Improvement Project	Intersection Improvement	Widen to provide left turn pockets. Install traffic signal at 20th and 240th if warranted.	Auto	\$1,700,000.00
77	Des Moines Memorial Drive and S. 208th St.	Intersection Improvement	Widen DMMD to add left turn pockets at S. 208th Street	Auto	\$250,000.00
78	Des Moines Memorial Drive and S. 212th St.	Intersection Improvement	Widen DMMD to add left turn pockets at S. 208th Street	Auto	\$250,000.00
79	S. 272nd Street/10th Ave. S.	from: 16th Ave. S. to: Redondo beach Drive	Install sidewalk and make pedestrian improvements	Ped	\$7,500,000.00
80	8th Ave. S. Improvement Project (Segment 2)	from: S. 200th Street to: S. 208th Street	Reconstruct to Minor Arterial standards including bike lanes, curbs, gutters, and sidewalks.	Auto, Bike, Ped	\$3,300,000.00
81	4th Ave. S. Improvement Project (Segment 2)	from: S. 208th Street to: S. 216th Street	Reconstruct to Minor Arterial standards including bike lanes, curbs, gutters, and sidewalks.	Auto, Bike, Ped	\$3,300,000.00
82	4th Ave. S. Improvement Project (Segment 1)	from: S. 199th Street to: S. 208th Street	Reconstruct to Minor Arterial standards including bike lanes, curbs, gutters, and sidewalks.	Auto, Bike, Ped	\$3,300,000.00
83	Marine View Drive Sidewalk Project	from: S. 250th Street to: Woodmont Dr. S.	Install sidewalk and make pedestrian improvements.	Ped	\$2,500,000.00
84	Woodmont Drive South Sidewalk Project	from: Marine View Drive to: 16th Ave. S.	Install sidewalk and make pedestrian improvements.	Ped	\$3,000,000.00
85	16th Ave. S. Sidewalk Project	from: S. 220th Street to: Kent-Des Moines Road	Install sidewalk and make pedestrian improvements.	Ped	\$1,900,000.00
86	S. 220th St. Sidewalk Project	from: 11th Ave. S. to: 16th Ave. S.	Install sidewalk and make pedestrian improvements.	Ped	\$1,100,000.00
87	9th Ave. S. Sidewalk Project	from: S. 220th Street to: S. 223rd Street	Install sidewalk and make pedestrian improvements.	Ped	\$500,000.00
88	10th Ave. S. Sidewalk Project	from: S. 220th Street to: Kent-Des Moines Road	Install sidewalk and make pedestrian improvements.	Ped	\$1,500,000.00

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TIP Priority No.	Name	Location	Description	Mode	Cost Estimate
-*	S 222nd Street and Marine View Drive S	Intersection Improvement	Restripe S 222nd Street approaches to restrict left-turn and through movements. Extend bike lane on 222nd east of Marine View Drive to connect to the intersection.	Auto, Bike	\$50,000.00
-*	SR 516 and SR 99	Intersection Improvement	Coordinate with WSDOT to develop specific mitigation measures to meet the standards set by the state.	Auto	To be determined

FUNDING AND IMPLEMENTATION

This section documents potential funding sources that Des Moines could leverage to implement the investments described in this Transportation Element over the next two decades. The concept of transportation demand management is also discussed as a strategy to address demand for transportation facilities.

REVENUE SOURCES

The City's primary revenue sources include Transportation Benefit District, Real Estate Excise Tax (REET), Traffic Impact Fees, and Automated Speed Enforcement:

- **Transportation Benefit District:** Established in 2008, the Des Moines Transportation Benefit District is a quasi-municipal corporation and independent taxing district. It generates revenue through a \$40 car tab fee collected during annual vehicle license renewals. These funds are dedicated to routine roadway maintenance, pavement management and rehabilitation as well as bridge repairs, snow and ice control, and vegetation removal for safety.
- **Real Estate Excise Tax (REET):** The City collects both REET 1 and REET 2 revenues, which are deposited into separate funds (301 and 302, respectively). These funds are used to support capital improvement projects, including transportation infrastructure. REET revenues are typically tied to property sales and are a flexible funding source for long-term capital planning.
- **Traffic Impact Fees (TIF):** Traffic Impact Fees are assessed on new development to offset the cost of transportation improvements needed to accommodate growth. These fees are updated regularly to reflect current project costs and priorities. They help fund intersection upgrades, multimodal enhancements, and capacity improvements.
- **Automated Speed Enforcement:** The City utilizes automated speed enforcement (e.g., school zone cameras) as both a safety measure and a revenue source. These funds are typically invested into traffic safety programs, signage, and enforcement infrastructure.

From the listed sources, the City's yearly revenue for capital improvements is \$2.1 million. Consequently, the 20-year funding forecast for transportation capital improvement projects in Des Moines is around \$42 million (in 2025 dollars). The projected funding is targeted to support the first 10 projects listed in **Table 3-10**. As with any financial forecasts, the noted revenue estimates are based on historical revenues, and funding may go up or down in any given year. In the event of a funding shortfall to cater to all 10 fiscally constrained projects, projects will be implemented sequentially following the priority numbering provided in **Table 3-10**.

The 20-year funding forecast provided does not include any potential grant funding that the City may secure. Over the past 5 years, the City has received grant funds from TIB, King County Metro, Sound Transit, ARPA, WCIA, WA State Appropriation/Dept of Commerce, and WA Safe Routes to School, totaling \$13.3 million. Funds from these additional sources may help cater to funding shortfalls or implement more projects listed in **Table 3-10**.

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TRANSPORTATION DEMAND MANAGEMENT (TDM)

The Federal Highway Administration defines transportation demand management as:

"Providing travelers, regardless of whether they drive alone, with travel choices, such as work location, route, time of travel and mode. In the broadest sense, demand management is defined as providing travelers with effective choices to improve travel reliability."

Des Moines has policies and implementation strategies centered around TDM and commute trip reduction. In recent years, the concept of TDM has evolved from a focus on commuters and strategies for reducing single occupancy vehicle demand at peak times to a focus on maximizing the modal choices of all travelers and trip types. To align with the City's investments in multimodal transportation emphasized in this element, the following TDM strategies can be considered by the City:

- Transit and microtransit – Working with King County Metro, commuters in Des Moines could potentially benefit from implementation of microtransit with more frequent bus routes.
- Walking/Biking – As the pedestrian and bicycling networks are constructed and development occurs along arterials and school walking route areas; these modal options are anticipated to be increasingly viable.

Other transportation demand management strategies can range from simple marketing programs to complex land use decisions. City land use policies can reduce dependence on private automobile travel by focusing growth in specific locations and changing land use development patterns.

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, and open space. There are also a variety of fish and wildlife species present in the area including priority habitat species such as Chum, Coho Salmon, and Cutthroat Trout. The Puget Sound is the southern extent of the Salish Sea and part of the migration route for many birds, Bull Trout, and Chinook Salmon, with Des Moines Creek being an area that these species utilize for foraging habitat during parts of the year. 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, and stream corridors while the Shoreline Management Act provides for the protection of shorelines. Recognizing that a substantial portion of the City is located in geologically hazardous areas, this element also addresses the health of ecological functions, public safety, and protection from natural dangers, including erosion, landslides, and seismic hazards.

Environmentally critical areas (referred to as "critical areas") provide environmental functions and require local and state law protections to ensure safe and/or functional environments. 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. Protection or avoidance of geologically hazardous areas (typically achieved through buffers) can help to prevent large amounts of public and private costs while ensuring public safety. Critical areas within the City of Des Moines include wetlands, streams, critical aquifer recharge areas (CARAs), frequently flooded areas, geologically

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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 the City of Des Moines to designate its critical areas and develop policies and development regulations to protect their functions and values using “best available science” (BAS). As defined in Washington Administrative Code (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.

Approximately 115 acres of land is regulated by the City’s Shoreline Master Program (SMP). The SMP is a planning document that outlines goals and policies for shorelines of the City, pursuant to the Shoreline Management Act of 1971 (SMA).” The *City of Des Moines Critical Areas Inventory: Wetland, Stream and Habitat Elements* (2006) and map folio, along with the Shoreline Master Program (2019), Surface Water Management Comprehensive Plan (2015), and 2021 Technical Memorandum Supplementing the 2015 Surface Water Comprehensive Plan 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.

In 1996, the Washington State Legislature established the Puget Sound Water Quality Management Program that clearly delineates federal, state, and local action necessary to protect and restore the biological health and diversity of Puget Sound. The plan includes the framework describing various governmental roles for enhancing recreational opportunities, and restoring a balanced population of indigenous shellfish, fish and wildlife. Using this road map, the City of Des Moines developed a long-term strategy that implements the goals outlined in the Puget Sound Water Quality Management Program.

By 2029, the City of Des Moines will be required to include a separate Climate Element in its Comprehensive Plan per Washington State Legislature House Bill 1181, which aims to utilize the planning framework to strengthen the state’s climate response. Although the City is not currently required to have a separate Climate Element, the Environment Element includes goals and policies throughout that provide a strong starting point

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for climate change prevention and resiliency, including methods for conserving energy and water, and improving air quality. Since the last Comprehensive Plan update, the City is continuing to expand efforts to preserve the environment and mitigate for future impacts through city-wide projects that have been pursued.

Previous projects in the City of Des Moines with environment and conservation focus have included removal of barriers to fish passage, natural areas restoration, invasive plant removal, floodplain improvements, and development of public parks. The Comprehensive Plan and critical areas regulations will continue to allow for future projects to restore, support, improve, and protect the City's environmental assets.

GOALS

Goal CE 1 Protect, improve, and sustain environmental quality through the State Environmental Policy Act (SEPA), the use of best management practices, and the use of best available science.

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

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

Goal CE 4 Consider natural processes such as flooding, and erosion before siting development and protect, restore, and enhance water quality of all surface waters (freshwater and marine), as well as shorelines and riparian areas.

Goal CE 5 Protect fish and wildlife species and habitats with emphasis on those identified by the State and Federal governments as endangered, threatened, or sensitive resources, or identified by the Washington Department of Fish and Wildlife's Priority Habitat and Species program.

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

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

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

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

POLICIES AND IMPLEMENTATION STRATEGIES

Conservation Best Management Practices

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

CE 1.1.1 Prepare and utilize studies of Des Moines area watersheds, such as the Green/Duwamish and Central Puget Sound Watershed (WRIA 9) Salmon Habitat Plan (2021

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Update), to identify environmental problems and short-term and long-term means for resource management and mitigation.

CE 1.1.2 When feasible, identify and prioritize capital improvement and land acquisition projects that can prevent or reduce flooding, protect surface and ground water quality, stabilize hillsides, and protect, restore, and enhance fish and wildlife habitat. Collaboration with neighboring jurisdictions and regional stakeholders will be utilized during this effort.

CE 1.1.3 Regulate public and private development proposals in ways to ensure 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 with land use planning activities.

CE 1.1.6 Evaluate the impacts of new development on natural resources as a part of the SEPA environmental review process and require mitigation measures as appropriate.

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

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

Environmentally Critical Areas

CE 2.1 Review and revise the City’s Critical Areas Ordinance and approximately every ten 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 effect on aquifers used for potable water, fish and wildlife

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habitat conservation areas, frequently flooded areas, and geologically hazardous areas.

CE 2.2.1 Regulate development on bluffs and ravine sidewalls to ensure human safety, health, and welfare, and to restore and preserve other functions (relating to significant habitat qualities) 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 ensure safety and conformity with existing natural constraints, as permitted by state and federal law.

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

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 adequately sized to protect critical wildlife species and habitat.

CE 2.3.1 Identify and delineate wetlands and their boundaries 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 2.4.2 Encourage the preservation of trees within critical areas by maintaining a permitting process that requires review prior to tree removal or pruning.

CE 2.4.3 Maintain and preserve significant trees by requiring development proposals to adhere to a replacement ratio for the removal, destruction, or damage of any trees that were identified to be retained.

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CE 2.4.4 Meet Department of Ecology National Pollutant Discharge Elimination System (NPDES) requirements for tree retention and preservation as new permits are issued.

CE 2.4.5 When removing hazard trees, consideration for snag creation or leaving the removed downed tree in-place will be given.

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 that result in no net loss of ecological values and functions for any proposed developments within or adjacent to them.

CE 2.5.2 Accommodate design flexibility and compensate for critical area preservation by calculating density for residential dwelling units as the ratio of developable area to undevelopable critical areas on site.

CE 2.5.3 Work with Tribal Nations, state and regional agencies and other stakeholders to identify and protect archaeological resources from development.

Shorelines

CE 3.1 Provide protections for shorelines of the state, as designated by the City's Shoreline Master Program (SMP).

CE 3.1.1 Review the SMP at least every ten years to ensure protection of the ecological functions and values of shorelines from cumulative adverse environmental impacts, and to ensure compliance with the requirements of the Growth Management Act.

CE 3.2 Provide protections for environmentally critical areas within shorelines, as designated by the SMP.

CE 3.2.1 Update the environmentally critical areas sections within the SMP including but not limited to Section 6.4 to be consistent with the City's Critical Areas Ordinance and best available science (BAS).

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:

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

CE 4.1.2 Require that development proposals maintain surface water runoff rate, volume, and quality at pre-development levels.

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

CE 4.1.4 Promote ground water infiltration and minimize surface water runoff by requiring development proposals to mitigate impervious surfaces.

CE 4.1.5 Grading and construction activities shall implement erosion control Best Management Practices and other development controls as necessary to reduce sediment and pollution discharge from construction sites to minimal levels.

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

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

CE 4.1.8 Implement the goals and regulations of the Federal Clean Water Act to maintain and ensure the chemical, physical, and biological integrity of the City's water.

CE 4.1.9 Encourage Low-Impact Development (LID) by utilizing natural features when feasible, to preserve the quality and quantity of available water.

CF 4.1.10 Encourage the use of drought-tolerant landscaping.

CE 4.2 Protect, improve, and sustain ground water quality and quantity through best management practices, and sound innovative environmental management.

CE 4.2.1 Protect the quality and quantity of groundwater by:

1. Assisting with the implementation of the South King County Groundwater Management Plan (as amended).
2. Implementing, as appropriate, Wellhead Protection Programs in conjunction with adjacent jurisdictions and ground water purveyors.

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3. Requiring use of Best Management Practices for new development recommended by the South King County Groundwater Management Plan (as amended).
4. Refining land use and critical areas regulations, as appropriate, to protect critical aquifer recharge areas.
5. Identifying innovative stormwater techniques that protect groundwater from contamination and pollution.

CE 4.3 Reduce flooding, erosion, and sedimentation; prevent and mitigate habitat loss; enhance ground water recharge; and prevent water quality degradation.

CE 4.3.1 The surface waters of the City of Des Moines should be managed through plans, programs and regulations (and as amended) developed by the City of Des Moines in cooperation with affected jurisdictions.

CE 4.3.2 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. This can be obtained by reviewing and revising the City's Critical Areas Ordinance and Flood Hazard Areas Code in intervals as required by state statute to ensure protection of the ecological functions and values of the City's flood hazard areas from cumulative adverse environmental impacts, and to ensure compliance with the requirements of the Growth Management Act, Washington State Department of Ecology, and Federal Emergency Management Agency (FEMA).

CE 4.3.3 Continue to monitor and modify flood hazard mapping databases based on most current available information.

CE 4.4 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 4.4.1 Limit significant clearing, grading, or filling operations prior to drainage and erosion/sedimentation plan approval and implementation.

CE 4.5 Undertake all necessary actions to protect the quality of surface water bodies located in the city.

CE 4.5.1 Ensure the quality of surface water and protect the health and welfare of citizens by:

1. Establishing a program to monitor surface water quality within its boundaries and supporting neighboring jurisdictions to implement similar monitoring programs.

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2. Developing plans, programs and regulations, in cooperation with other jurisdictions, to manage the surface waters of the City.
3. Working cooperatively with tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins, as required by law.
4. Working with other jurisdictions, tribes, and stakeholders to develop a watershed approach to surface water management that includes implementation of Best Management Practices and public education initiatives and coordinated, knowledge-based management decisions.
5. Establishing and/or maintaining enforcement mechanisms that may be used to prevent or stop contamination to surface water quality.

CE 4.6 Undertake actions to protect and maintain tree canopy to support stormwater management and water quality improvements per adopted policies

CE 4.6.1 Study and propose regulations to increase tree replacements policies on privately owned land or in lieu fee.

CE 4.6.2 Seek grant opportunities to acquire additional land that meets the need for expanding or protecting mature tree canopy.

CE 4.6.3 Develop a program for planting and long term maintenance plan to support viability of newly planted trees and seek grant funding to support costs.

CE 4.6.4 Establish a public outreach program to help community members become aware of the importance of tree canopy and water quality and any associated requirements.

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 a priority habitat or species

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designated by the Washington Department of Fish and Wildlife's Priority Habitats and Species program.

CE 5.2.2 Conservation or protection measures necessary to preserve or enhance anadromous fisheries include measures that protect habitat important for all life stages of anadromous fish, including, but not limited to, spawning and incubation, juvenile rearing and adult residence, juvenile migration downstream to the sea, and adult migration upstream to spawning areas. Special consideration should be given to habitat protection measures based on the best available science relevant to stream flows, water quality and temperature, spawning substrates, instream structural diversity, migratory access, estuary and nearshore marine habitat quality, and the maintenance of salmon prey species. Conservation or protection measures can include the adoption of interim actions and long-term strategies to protect and enhance fisheries resources.

CE 5.2.3 Encourage the integration of native plant communities and wildlife habitats with other land uses where possible. Encourage or require that development protect wildlife habitat through site design and landscaping.

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

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

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

CE 5.2.7 Minimize habitat fragmentation by linking wildlife habitats, parks, and open spaces via corridors. Connect wildlife habitat corridors with each other within the City and the region to achieve a continuous network for the benefit of wildlife movement and recreational opportunities.

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;

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2. Commercial and recreational shellfish areas;
3. Kelp and eel grass beds;
4. Herring and smelt spawning areas; and
5. Wildlife habitat networks designated by the City of Des Moines.

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

CE 5.3.3 The City of Des Moines shall continue its collaboration efforts through projects such as the Water Resource Inventory Area (WRIA) Salmon Habitat Plan, Poverty Bay Shellfish Protection District, and the Des Moines Creek Basin Committee in an effort to restore the Chinook Salmon habitat.

CE 5.3.4 Support programs that remove artificial tire reefs and replace with appropriate natural habitat substitute along Des Moines shorelines and apply for eligible grants where feasible.

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.

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

CE 7.1.3 Implement measures to increase accessibility, encourage the use of, and improve bicycle and pedestrian circulation systems, helping to achieve a reduction in per capita vehicle miles traveled.

CE 7.1.4 In accordance with RCW 36.70A.210, ensure that the City's comprehensive plan and development regulations plan for, adapt to, and mitigate the ongoing and future effects of a changing climate.

CE 7.1.5 Explore various funding opportunities in order to continue developing a Climate Element by 2029 in accordance with RCW 36.70A.210.

Air Quality and Noise

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 an electric or 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 or the replanting and maintenance of trees and plants that are unable to be restored or retained.

CE 8.1.7 Implement and maintain processes that encourage the preservation and maintenance of trees through programs such as Off-Site Mitigation and Fees Paid In Lieu and

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continue developing strategies to increase funding to programs such as the Urban Forestry Fund.

CE 8.1.8 Study and consider incentives for residential and commercial property owners to maintain and enhance air quality.

CE 8.1.9 Identify environmental impacts disproportionately affecting people of color and low-income populations in the community and develop strategies to mitigate these outcomes

CE 8.1.10 Continue to participate in regional collaborative meetings on airport related issues such as air quality, small particulates, aircraft noise and disproportionate impacts on racial and ethnic minority groups and low-income households.

CE 8.1.11 Support Long-term monitoring of airport and traffic related air pollutants in proximity to Sea-Tac Airport within the City of Des Moines, through the support for the establishment of a fixed site monitoring location.

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 the Green Des Moines Partnership Urban Forest Enhancement Plan , Habitat at Home, Adopt-a-Drain, and Storm Drain Marking 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, landowners, businesses, tribes, 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 by developing 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.

CE 9.1.4 Encourage and promote tree replacement programs from regional partners as they become available, prioritizing free and low cost programs.

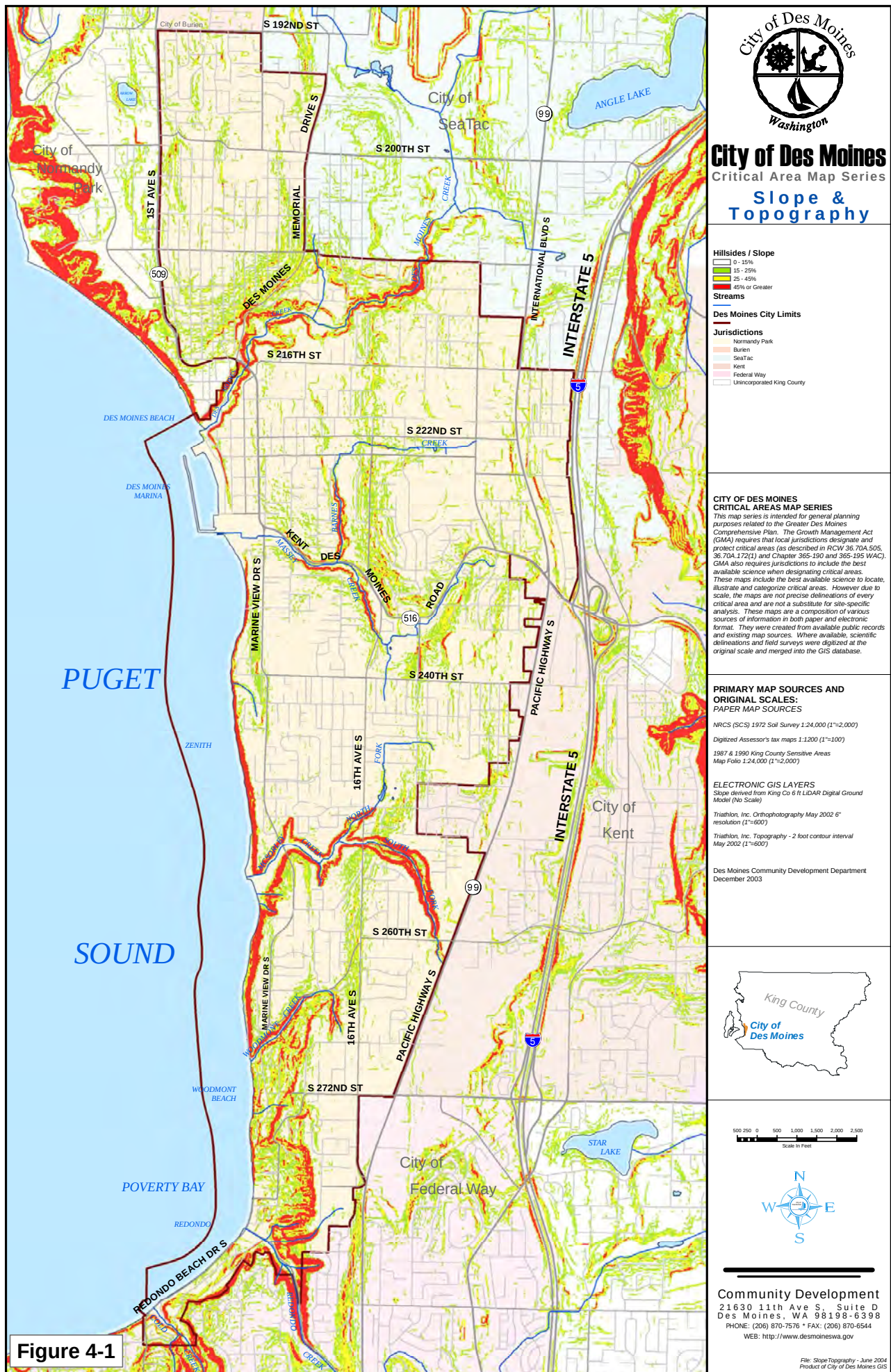
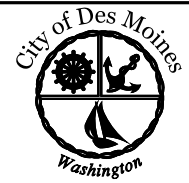
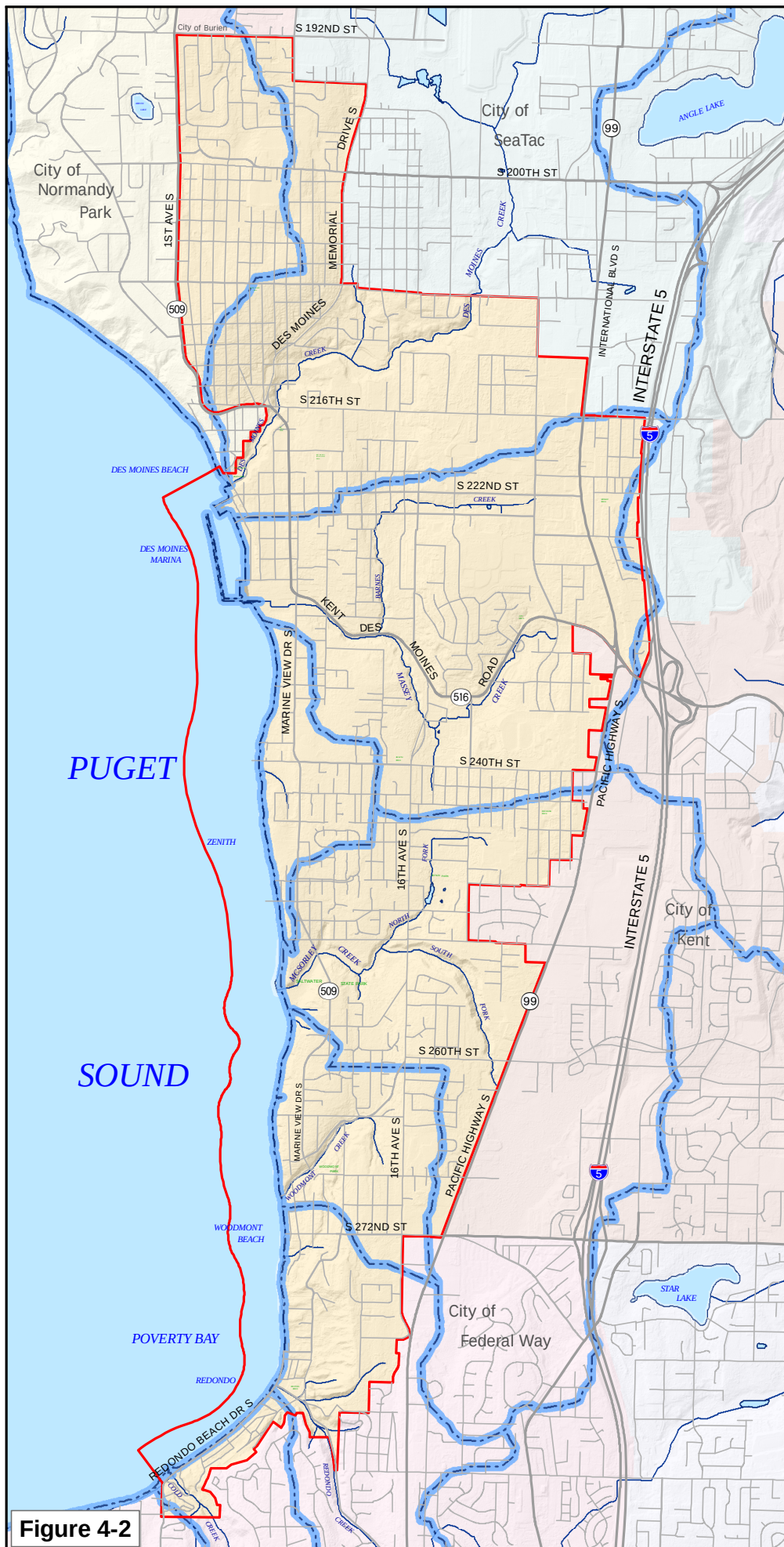


Figure 4-1



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')



Scale 1:12,000

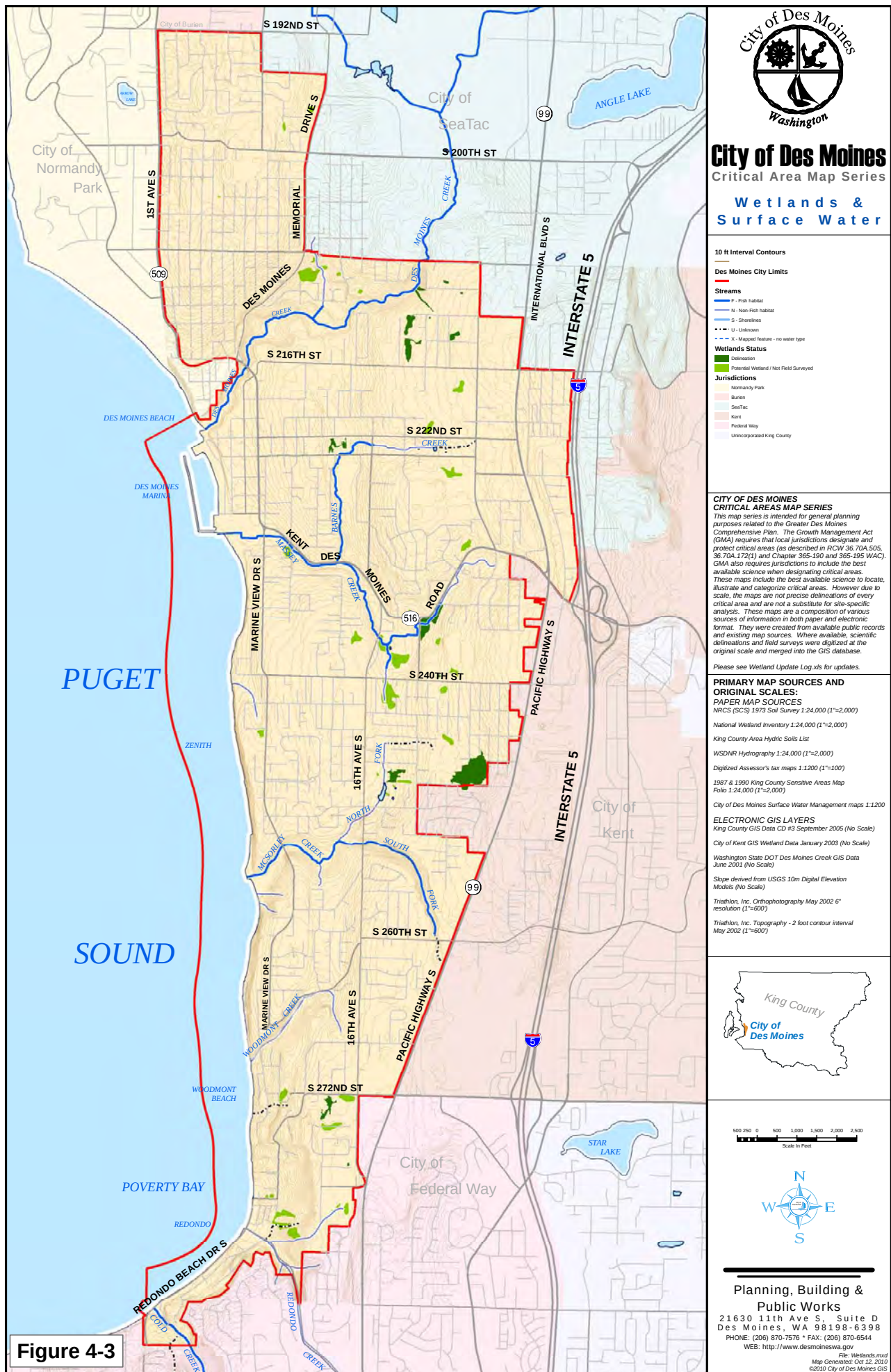


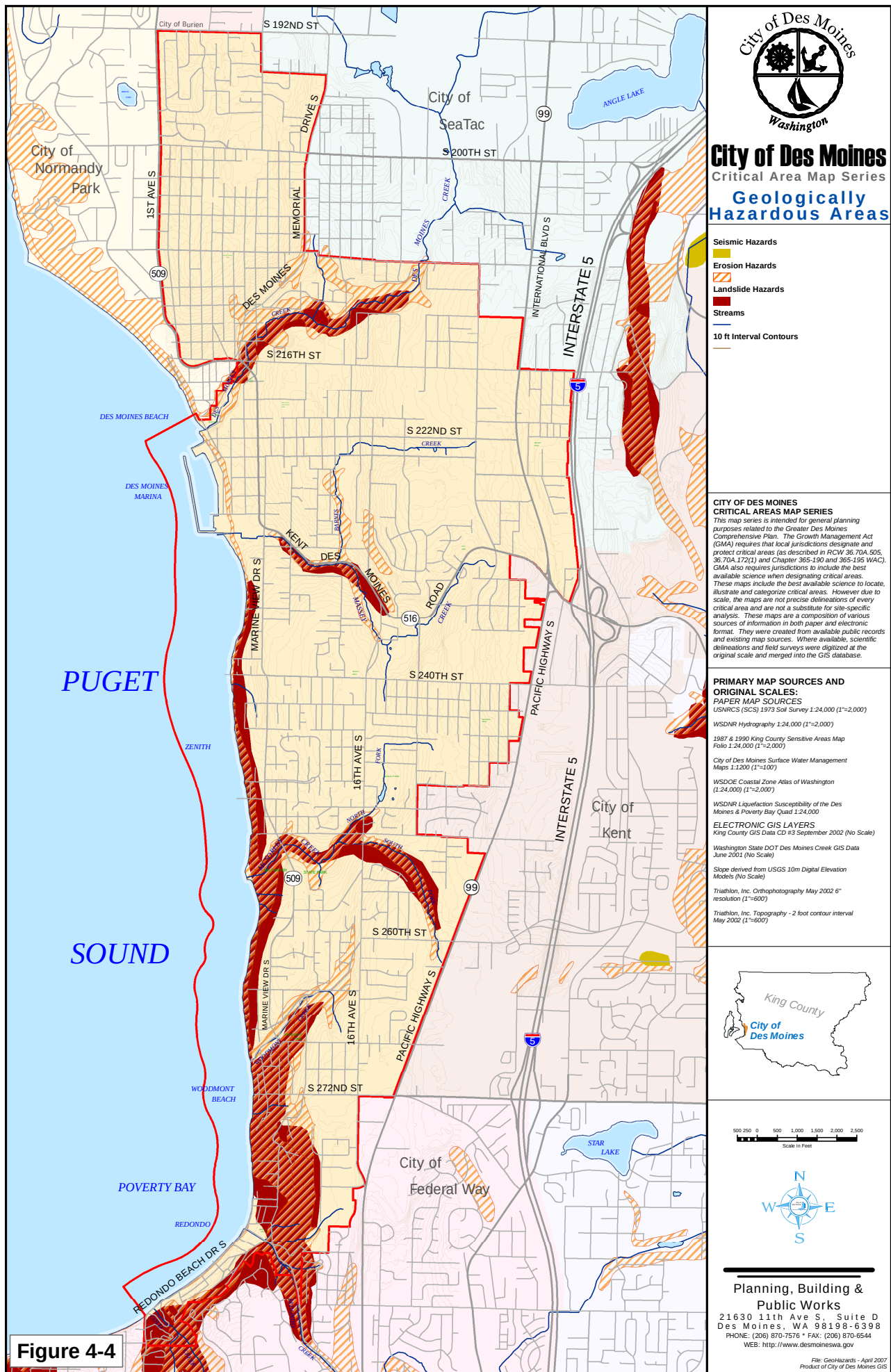
Planning, Building & Public Works

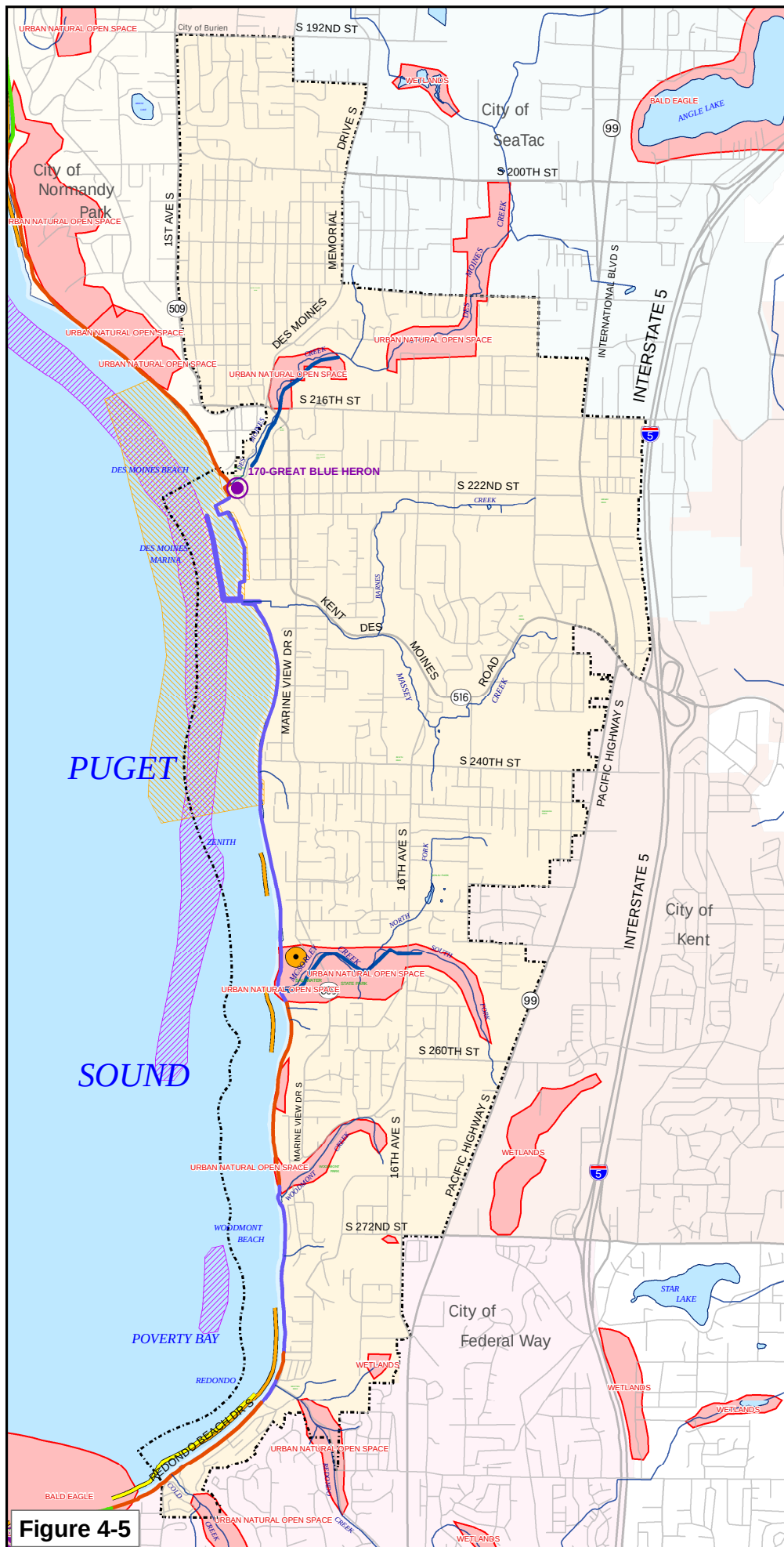
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File: DrainageBasins.mxd - April 2007
Product of City of Des Moines GIS

Figure 4-2







City of Des Moines
Critical Area Map Series
Fish & Wildlife Conservation Areas

Wildlife Heritage Pts (WDFW)

Seabird Colony (WDFW)

Eelgrass (WDNR)

ABSENT
CONTINUOUS
PATCHY

PHS Fish Presence

PHS Fish Presence

Sand Lance (WDFW)

Surf Smelt (WDFW)

Hard Shell Clam (WDFW)

Geoduck (WDFW)

PHS Polygons

Des Moines City Limits

Streams

Jurisdictions

Normandy Park
Burien
SeaTac
Kent
Federal Way
Unincorporated King County

King County
City of Des Moines

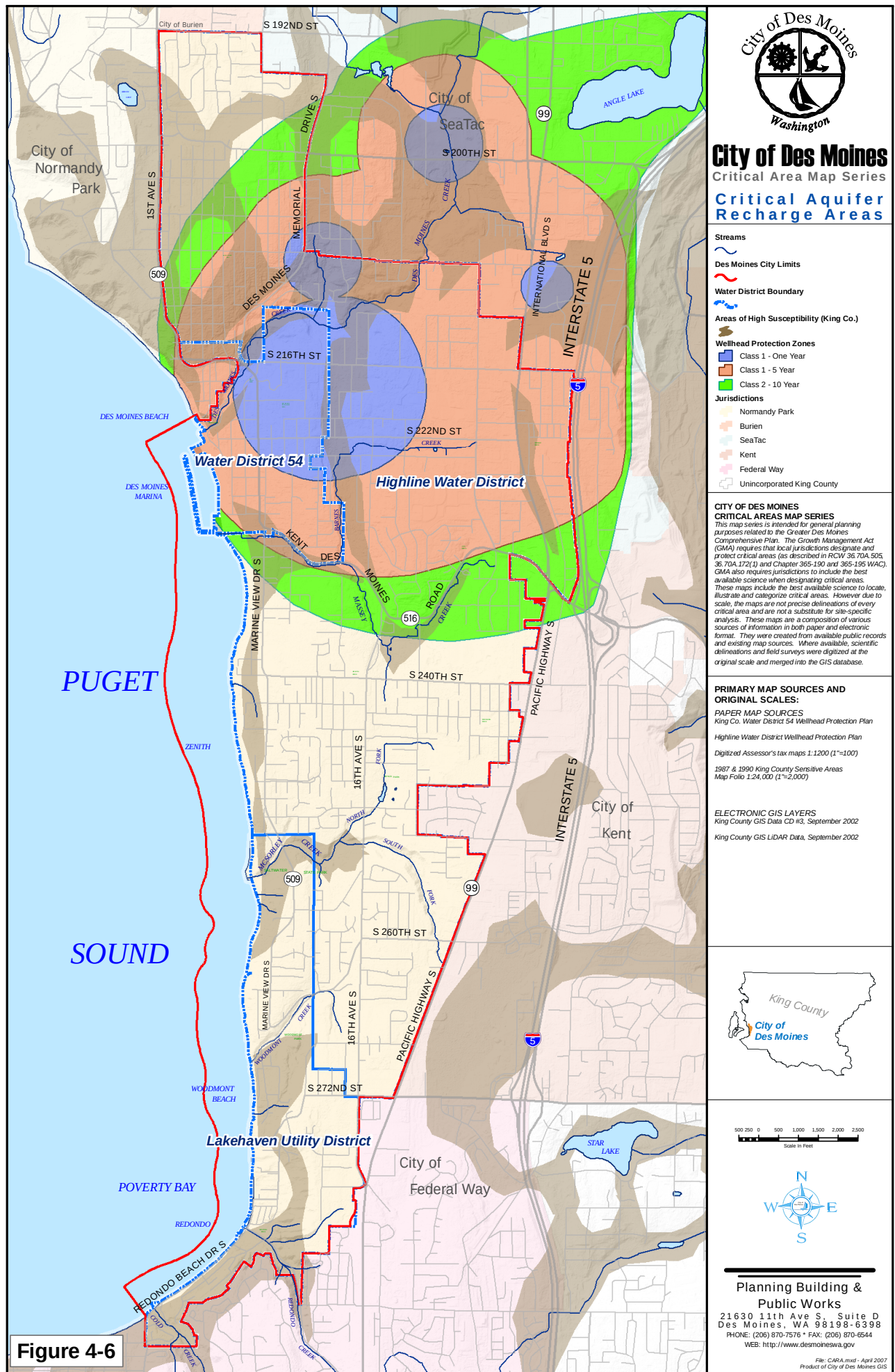
500 250 0 500 1,000 1,500 2,000 2,500

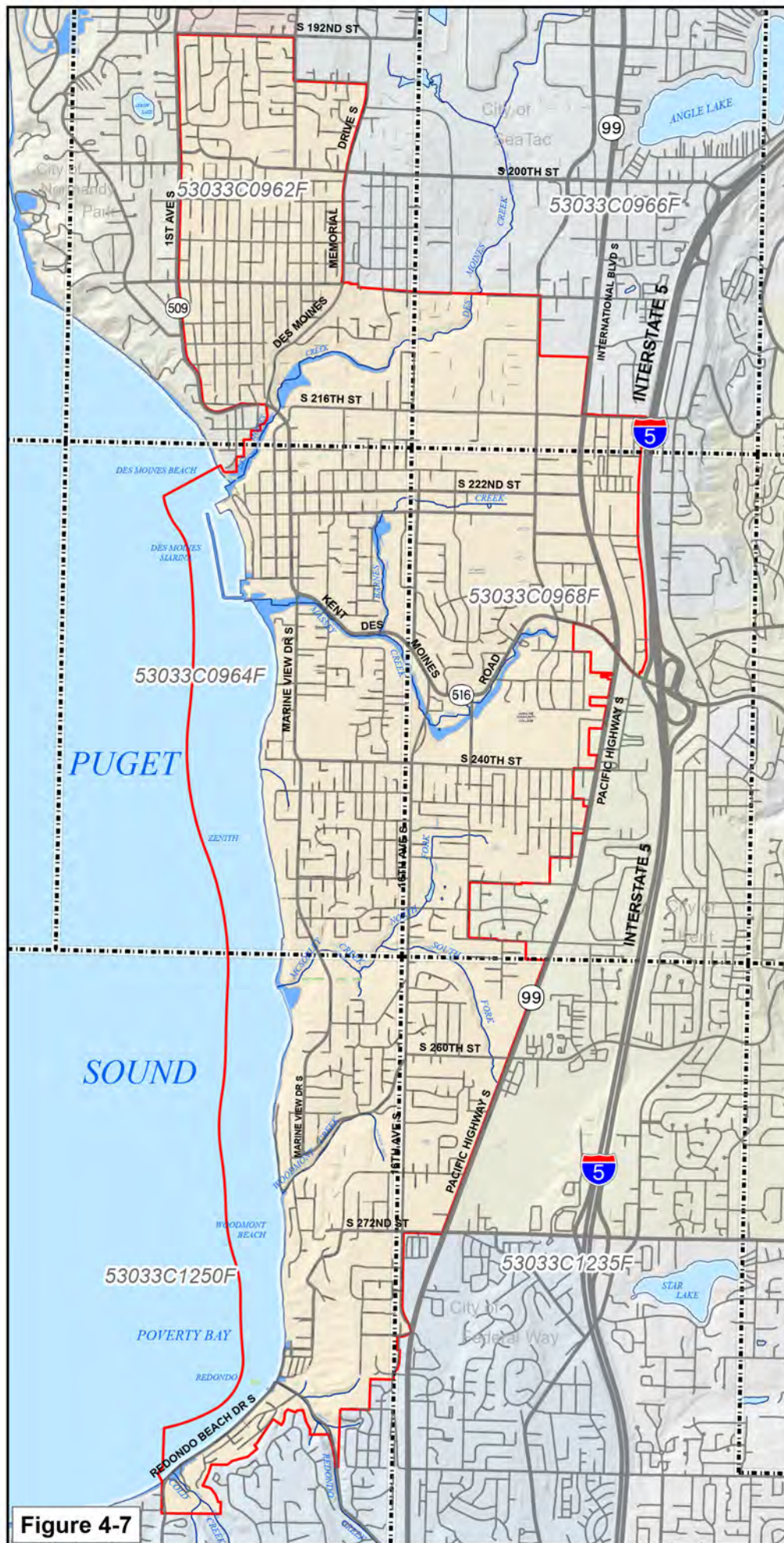
Scale in Feet

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Figure 4-5



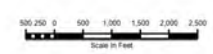


City of Des Moines Critical Area Map Series Frequently Flooded Areas

- Frequently Flooded Areas
- FIRM Map Boundary
- Streams
- Des Moines City Limits

**CITY OF DES MOINES
CRITICAL AREAS MAP SERIES**
This map series is intended for general planning purposes related to the Greater Des Moines Comprehensive Plan. The Growth Management Act (GMA) requires that local jurisdictions designate and protect critical areas (as described in RCW 36.70A.050, 36.70A.172(1) and Chapter 365-190 and 365-195 WAC). GMA also requires jurisdictions to include the best available science when designating critical areas. These maps include the best available science to locate, illustrate and categorize critical areas. However, due to scale, the maps are not precise delineations of every critical area and are not a substitute for site-specific analysis. These maps are a composition of various sources of information in both paper and electronic format. They were created from available public records and existing map sources. Where available, scientific delineations and field surveys were digitized at the original scale and merged into the GIS database.

PRIMARY MAP SOURCES AND ORIGINAL SCALES:
PAPER MAP SOURCES
WSDNR Hydrography 1:24,000 (1"=2,000')
FEMA Flood Insurance Rate Maps - Panels 982, 964 & 968 1:24,000 (1"=2,000')
Digitized Assessor's tax maps 1:1200 (1"=100')
1987 & 1990 King County Sensitive Areas Map Folio 1:24,000 (1"=2,000')
City of Des Moines Surface Water Management maps 1:1200
ELECTRONIC GIS LAYERS
FEMA National Flood Insurance Program Q3 Flood Data (1:24,000)
King County GIS Data CD #3 September 2002 (No Scale)
Washington State DOT Des Moines Creek GIS Data June 2001 (No Scale)
Slope derived from USGS 10m Digital Elevation Models (No Scale)
Inathion, Inc. Orthophotography May 2002 6" resolution (1"=600')
Inathion, Inc. Topography - 2 foot contour interval May 2002 (1"=600')
Des Moines Community Development Department March 2025



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Figure 4-7

CHAPTER 5: Capital Facilities, Utilities and Public Services Element

BACKGROUND AND CONTEXT

The Capital Facilities, Utilities and Public Services Element discusses facilities needed for public services that will support planned population and employment growth. This element helps the City to ensure that the right facilities are in the right place to support the development that is planned in the Land Use Element. It also supports other plan elements, such as Transportation Element and Parks, Recreation, and Open Space Element, 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 the direction, goals, policies and implementation strategies in this element guide the City to ensure facilities adequately support new development, address any system deficiencies, and maintain established Level of Service standards.

Along with meeting the Level of Service determined for the City’s needs, the Growth Management Act (GMA) requirements are also important for creating guidelines for future growth. The GMA sets out statutory requirements for local governments in planning for Capital Facilities. In addition, the rules in Washington Administrative Code (WAC) 365-196-415 provide guidance to meet the requirements. Additional direction has been provided by the Growth Management Hearings Boards.

By planning ahead to determine what the needs are, the City of Des Moines and its partners can prioritize projects, coordinate related projects, and be ready to apply for loan and grant opportunities.

Capital facilities, utilities, and public services include a variety of properties, improvements and services often administered by governmental agencies for the general public. Examples of capital facilities include City administration buildings, libraries, parks and recreational facilities, and public schools. Utilities include electric, telecommunication, natural gas lines, water, sewer, and solid waste collection. Selected public facilities located within the City of Des Moines are shown on Figure 5-1.

Certain facilities and utilities are owned/offered by the City of Des Moines while others are owned/offered by other agencies, special purpose districts, or companies. Public services provided by the City include police protection, public works, transportation, and surface water management. Many utilities or public service providers operate facilities or have pipes or lines that extend through the city’s rights of way. Agreements for this arrangement are negotiated and are known as “franchise agreements.” In 2017 the City successfully negotiated new 10-year franchise agreements with Highline Water District, Midway Sewer District, and Southwest Suburban Sewer District. These agreements call for the collection by the City of a franchise payment

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to be used for maintaining and enhancing streets and roadway infrastructure within the City. The agreements require increased communication and cooperation between the City and the Districts to ensure mutual benefit.

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 availability of capital facilities, utilities, and public services directly influences the quality of life in Des Moines, particularly as the city continues to grow and experience infill development. 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 are provided adequate 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 important role of the maintenance division of the City's Public Works Department can't be overstated. The maintenance division is responsible to maintain all streets, sidewalks, drainage ditches, storm water collection system, and detention / retention systems in a manner that will extend their useful life, protect the environment, and ensure a safe environment for the public.

The siting, construction, and operation of capital facilities and utilities, including essential public facilities, have occasionally led to negative impacts on nearby properties and the natural environment. The City currently bears a disproportionate share of the adverse effects associated with air transportation. Therefore, in accordance with state and federal law, it is crucial to conduct a thorough environmental review before permitting the siting or expansion of any capital facilities or utilities. This ensures that decision-makers are fully aware of the potential adverse impacts of such proposals and whether sufficient mitigation measures can be implemented to address these impacts effectively.

PLAN ADOPTION AND REVIEW

Various providers of public facilities, utilities, and services within Des Moines have prepared comprehensive (or strategic plans), or capital improvement plans which are applicable to local planning and may contain detailed inventories of existing improvements, projected demand for services in the future, and funding strategies for capital improvements. The City adopts by reference or reviews the following:

1. City of Des Moines Marina Capital Improvement Plan or as amended and adopted
2. City of Des Moines Surface Water Management Comprehensive Plan (2015) as amended November 2021) or as amended and adopted
3. City of Des Moines Comprehensive Transportation Plan (2018) or as amended and adopted
4. City of Des Moines Six-Year Capital Improvement Plan (updated annually) or as amended and adopted
5. City of Des Moines Comprehensive Emergency Management Plan (2021) or as amended and adopted
6. City of Des Moines Parks, Recreation and Senior Services Master Plan (2021) or as amended and adopted
7. King County Water District #54 Comprehensive Water System Plan (2019) or as amended and adopted
8. King County Solid Waste System Comprehensive Solid Waste Management Plan (2019) or as amended and adopted
9. Highline Water District Water Facilities Plan (2016) or as amended and adopted
10. Lakehaven Water and Sewer District Water System Plan (2016) or as amended and adopted
11. Midway Sewer District CFP (2008) or as amended and adopted
12. Southwest Suburban Sewer District Sewer Plan (2015) or as amended and adopted
13. Lakehaven Water and Sewer District Wastewater System Plan (2017) or as amended and adopted or as amended and adopted
14. Highline Public Schools 2023-2028 Capital Facilities Plan (2023) or as amended and adopted
15. Federal Way Public Schools Capital Facilities Plan (2023) or as amended and adopted
16. Highline College Master Plan (2023) or as amended and adopted

Other plans which are not formally adopted by the City but which relate to the provision of Capital Facilities and related services include:

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- Plans adopted by the State Parks and Recreation Commission for Saltwater State Park, a 137-acre park on Puget Sound with forested camping sites, an artificial underwater reef for scuba diving, and other unique amenities
- Facilities Plans as may be adopted by the Des Moines Metropolitan Parks District
- Plans as may be adopted by the Port of Seattle, the King County Conservation District, the King County Noxious Weed Control Board and other special tax districts

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

City Administration: The City of Des Moines owns several properties and buildings that are used for the administration of City services. The maintenance, improvement and expansion of City facilities are guided by a six-year capital improvement plan and an annual budget approved by the City Council. The capital improvement plan prioritizes projects, establishes improvement schedules, and identifies revenue sources.

In August 2023, the City of Des Moines received the Innovations in Local Government Sustainability Program Award, recognizing the City's ongoing efforts of strategic planning, performance budgeting, and management.

Electricity: The transmission of electricity to the City is provided by Puget Sound Energy (PSE). Puget Sound Energy (PSE) is an investor-owned utility providing electrical and natural gas service to approximately 1.2 million residential, commercial, and industrial customers in a ten-county service territory in western Washington and parts of central Washington. To provide reliable service, PSE builds, operates, and maintains an extensive electrical system consisting of generating plants, transmission lines, substations, and distribution systems. PSE is regulated by the Washington Utilities and Transportation Commission (WUTC) and is obligated to serve its customers subject to WUTC rates and tariffs. Bulk electrical power is distributed via 115 kilovolt (kV) high-voltage transmission lines from transmission stations in Kent and Renton to switching stations in Des Moines, Kent and Renton.

Natural Gas: PSE operates the state's largest natural gas distribution system serving more than 900,000 gas customers in six counties. PSE manages a strategically diversified gas supply portfolio. About half the gas is obtained from producers and marketers in British Columbia and Alberta and the rest comes from Rocky Mountains states. All the gas PSE acquires is transported into its service area through large interstate pipelines owned and operated by another company. Once PSE takes possession of the gas, it is distributed to customers through more than 26,000 miles of PSE-owned gas mains and service lines.

Clean Energy: In recent years, the city has seen a growing number of residents installing solar panels on their homes and accessory buildings to supplement other energy sources. Solar energy is emission-free and thus does not contribute to climate change. There are numerous ways for businesses and residents in the city to conserve energy and use it more efficiently, which helps reduce environmental degradation and lower costs. These practices include driving eco-friendly cars, reducing vehicle trips, purchasing Energy Star equipment and appliances, using programmable thermostats, and adopting energy-efficient lighting, among others.

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Fire Protection: Fire protection and other emergency services within the City are provided by South King County Fire, which is headquartered at Station 62 in Federal Way and staffs several stations within the area including Stations 66 and 67 in Des Moines. These services are guided by the comprehensive plans of the districts/departments.

Hazardous Waste Collection and Disposal: The collection and disposal of hazardous waste within the City is provided for through an Interlocal Agreement between King County and the municipalities within the County. The Local Hazardous Waste Management Plan for Seattle-King County provides for regional coordination and funding of this program.

Library: Library services in the City are provided by King County Library System, a taxing District. KCLS operates 50 branches including the Des Moines library at 21620 11th Ave S. and the Woodmont library at 25809 Pacific Highway S. Adopted level of service guidelines direct the construction and expansion of library facilities. The Highline College also operates a library that is utilized by many residents of the City.

Marina: An 840-slip marina along Des Moines' shoreline is owned and operated by the City of Des Moines. The City's capital improvement program and annual budget guide the expenditure of funds for the facility's operation and maintenance. The Marina Capital Improvement Plan identifies near-term and long-term capital improvements, funding strategies and project schedules for the existing marina.

Parks and Recreation: Publicly owned recreational facilities within the City are operated by the City of Des Moines, the Des Moines Pool Metropolitan Park District, the State of Washington (Parks and Recreation Commission), and the Highline and Federal Way School Districts. A regional dog park is located nearby in the City of SeaTac. City, County and State Parks and Recreation Plans guide the administration of recreational programs of the respective jurisdictions. Various services, such as the Des Moines Senior Center, are provided at one or more of Des Moines' recreational facilities. The 2022 Parks, Recreation, and Senior Services Master Plan guides the scheduling and funding of future capital and programmatic improvements which are further addressed in Chapter 6: Parks Recreation and Open Space Element. The Des Moines Pool Metropolitan Park District was created in 2009 when citizens voted to form the district in order to acquire, maintain, and operate the Mount Rainier Pool, an indoor aquatic facility. This occurred when the facility (located on the Mount Rainier High School campus) was slated to close by King County who had established the pool in the mid-70s. The District is independent of the City of Des Moines, and the City of Normandy Park and the Highline School District also remain involved in the operation of pool.

Police: Police services are provided by the City of Des Moines. The City of Des Moines also has interlocal agreements with the Cities of SeaTac, Kent and Normandy Park; King County, the State of Washington, and the Port of Seattle. Des Moines Police Department is accredited through the Washington Association of Sheriffs and Police Chiefs. The purpose of law enforcement agency accreditation is to professionalize the law enforcement industry by providing a review process for agencies to be certified as operating under industry best practices and standards. Improvements were made in (or around) 2018 to the Police Services Center and security improvements were made to the Municipal Court. Services provided by the Police Department include

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Animal Control, Concealed Pistol licensing, a drug disposal program, Neighborhood Watch programs, and so on.

Postal Service: The US Postal Service operates one Post Office facility within the City.

Sanitary Sewer: The Midway, Southwest Suburban, and Lakehaven Water and Sewer District provide for the collection, treatment, and disposal of effluent. These services are directed by the comprehensive plans adopted by these districts. A portion of the City is still served by septic systems.

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

1. Highline Public Schools and the Federal Way School District provide early learning and K-12 educational programs to all students who live in the respective service areas.
2. Highline Public Schools has four elementary schools (Des Moines, Parkside, Midway, and North Hill), one middle school (Pacific), and one high school (Mount Rainer) located in Des Moines. Des Moines residents also attend other schools according to assigned boundaries in the district, including Tyee High School. The 2018-2023 Capital Facilities Plan identifies the District's prioritized projects, funding, and construction schedule for facility improvements. The original buildings at all the elementary schools and at Mount Rainier High school have all been replaced, resulting modern facilities equipped with technology required for today's education. Several of the schools benefitted from Port and FAA mitigation funding for noise mitigation. The district's "Olympic site" at 615 S 200th Street was renovated following passage of a bond that passed in 2016, and since that time the site has been used to house various student bodies during various renovation projects throughout the district, and this is scheduled to continue through 2027. Finally, Maritime High School, a small "choice school" (open to students within the Highline Public School boundaries and beyond through an application / lottery process) is also located at the Olympic site.
3. Federal Way Public Schools serve the southern part of Des Moines (south of South 252nd Street). The Woodmont K-8 school is the District's only school located in Des Moines (and students from Woodmont later attend Federal Way High School). The District's *2023 Capital Facilities Plan*, sets forth the capital improvement projects and services to be implemented over the next several years. The plan includes new school construction, purchasing and siting of temporary facilities, and services operation.
4. Highline College (HC) provides post secondary education and degree programs, together with a host of programs. Founded in 1961 as the first community college in King County, HC is nationally and internationally recognized as a premier community college and is one of 34 community and technical colleges in Washington State. The college's main campus is location on an 80-acre wooded site in the South Des Moines Neighborhood. Classes are also provided at the Marine Science and Technology Center (MaST) at Redondo Beach. The MaST facility is home to the third largest saltwater aquarium in Washington State. Highline College offers over 100 degree or certificate programs and reported a

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student body population of 21,966 students during the 2021-22 academic year. A limited amount of student housing is available on campus.

5. Central Washington University (CWU) operates a branch campus at Highline College offering baccalaureate degree programs and certificate programs.

Solid Waste Collection and Disposal: Recology King County provides for the collection and disposal of solid waste within the City and an extension to the city's agreement with Recology for Garbage, Recyclables and Compostables Collection Services through the year 2033 was approved in Spring 2022. These services are regulated by the City of Des Moines and the Washington Utilities and Transportation Commission. Recyclables collection service of specified materials is available to households and businesses through solid waste haulers.

Surface Water Management: The city operates under a National Pollutant Discharge Elimination System (NPDES) Phase II Municipal Stormwater Permit and under the permit implements a Surface Water Management Comprehensive Plan. The goal of the permit is to encourage the management of stormwater on-site via distributed facilities and low impact development (LID) with new development and redevelopment. Under the program, the city conducts public information programs, detects and eliminates illicit discharges into the city's municipal separate storm sewer systems, reduces stormwater runoff and pollutants, and so forth.

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

Transportation Facilities: State and Regionally owned transportation facilities are listed in the GMA as essential public facilities to be sited. Details of transportation facilities inventories, future needs and plans are provided in the City of Des Moines Comprehensive Transportation Plan.

Water: Domestic water within the City is provided by King County Water District 54, Highline Water District, and Lakehaven Water and Sewer District. Each of these districts' operations are guided by a water system plan. A significant portion of the water used in the City is purchased from the Seattle and Tacoma Water Departments.

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

GOAL

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Goal CF 1 Ensure the provision of adequate public facilities, services, and utilities to meet the demands of current and future land uses. These services and utilities should be delivered in a way that maximizes public safety and minimizes adverse environmental impacts.

POLICIES AND IMPLEMENTATION STRATEGIES

CF 1.1 **To the extent permitted by law, Des Moines should ensure that the plans of the agencies identified in this Plan are consistent with the City of Des Moines Comprehensive Plan.**

CF 1.1.1 Utilize the plans of providers of facilities and utilities within the City to supplement this Comprehensive Plan Element. For City of Des Moines planning purposes, this Comprehensive Plan should take precedence when plans conflict.

CF 1.2 **Planning for utilities and public facilities is recognized as the responsibility of the respective government or private agency providing those services. The Des Moines staff should actively participate in the development of these plans and rely on the plans prepared by each agency.**

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 use the Land Use Element of the City of Des Moines Comprehensive Plan along, in particular the housing and job forecasts, in planning for future facilities. Encourage, and to the extent permitted by law, require providers of public facilities and utilities update their comprehensive plans on a regular basis and in a timely manner.

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

CF 1.3.1 Adopt procedures that encourage mutual review of and feedback on proposed actions and policies between Des Moines and other public service providers. Providers of public facilities and utilities should review development proposals to 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.**

IMAGINE DES MOINES 2044

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 or as otherwise required per Des Moines Municipal Code (DMMC).

CF 1.4.2 Work cooperatively with surrounding municipalities and King County during the siting and development of regionally significant facilities.

CF 1.4.3 As permitted by state and federal law, including the lawful exercise by the City of its State Environmental Policy Act (SEPA) authority pursuant to RCW 43.21C.060, City approvals related to essential public facilities, operations and activities within the City of Des Moines, including but not limited to, necessary support activities, connected-actions and projects, require a Conditional Use Permit, or as required per DMMC. The city may impose conditions that are necessary to mitigate specific adverse environmental impacts on the City of Des Moines identified in environmental documents prepared pursuant to SEPA.

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

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

1. Collection and Disposal of Solid and Hazardous Wastes: Require that collection service for garbage, recyclable materials, and yard waste be available to all properties within the City. Include level-of-service provisions in contract/franchise/license agreements. Cooperatively work with King County and related agencies for collection and disposal of hazardous wastes, and public education regarding hazardous wastes.
2. Electrical Service: Coordinate land use and facility planning to allow for siting and construction of distribution facilities that provide electrical power with minimal periods of service interruption. Carefully evaluate proposed high-voltage distribution facilities for adverse EMF impacts. Include level-of-service provisions in contract/franchise/license agreements.
3. Fire Protection: Coordinate land use planning, development review, and fire protection facility planning to ensure that: a) adequate fire protection and emergency medical service can be provided; and b) project designs minimize the potential for fire hazard.
4. Libraries: Continue to receive library services from the King County Library System (KCLS) as long as KCLS continues to provide a variety of library services from centrally located facilities with convenient hours of operation. Include level-of-service provisions

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in contract/annexation agreements. Patronage privileges for Des Moines residents are available at the Highline College Library.

5. Marina: Implement capital improvement projects identified in the Marina Capital Improvement Plan to help the Marina maintain a competitive advantage in attracting moorage tenants and guests, support in-water activities and make the Marina more attractive and pedestrian friendly. Continue to serve as a boating facility while simultaneously promoting the Marina as a premier destination for those arriving by automobile, bicycle, or on foot.
6. Natural Gas: Promote the extension of distribution lines to unserved areas. Coordinate land use and facility planning to allow for siting and construction of natural gas distribution facilities that provide natural gas with minimal periods of service interruption. Include level-of-service provisions in contract/franchise/license agreements.
7. Parks and Recreation: Level of service standards for parks and recreation facilities are provided in the Parks, Recreation and Open Space Element.
8. Police Protection: Coordinate land use planning, development review and police protection facility planning to ensure that: a) adequate police protection can be provided; and b) project designs discourage criminal activity.
9. Postal Service: Encourage improvements to US Postal Services as necessary for residents and businesses.
10. Public Education: Coordinate land use planning, development review and school facility planning to ensure that: a) adequate school facilities will be available to accommodate anticipated increases in students; and b) project designs include safe pedestrian paths for school-age children.
11. Sanitary Sewer: Require that all new developments have sanitary sewer. Encourage or require the extension of sewer service to unserved developed areas. Priority for such extension should be given to areas where septic failures are common, or where the number or "density" of septic facilities exceeds the filtering capacity of the underlying soils. Allow new development to utilize septic drain fields as an interim sewer system only when all of the following conditions are present:
 - (a) Underlying soils allow for proper percolation without undue adverse impact; and
 - (b) Sanitary sewer is not within reasonable proximity of the development site; and

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- (c) A binding “no protest” agreement is provided requiring contribution toward extension of, and connection with, the sanitary sewer system when it is available; and
 - (d) The development site represents a small, isolated, vacant or under-developed parcel in an area of developed properties not served by sanitary sewer.
12. Stormwater Management: Require new development and redevelopment to install on-site stormwater detention and treatment as needed in a manner consistent with the City’s National Pollution Discharge Elimination System (NPDES) permit, the standards of the King County Surface Water Design Manual, and the best management practices of the King County Stormwater Pollution Prevention Manual. Adopt maximum lot coverage policies or standards with respect to impervious surfaces. Require all multifamily development to provide a designated area for vehicle washing in a manner to control rinse water runoff.
13. Telecommunications: Advocate the development/maintenance of facilities necessary to provide telecommunication services (wired and wireless) as needed to accommodate population growth and advancements in technology. Include level-of-service provisions in franchise/license agreements. Advocate local regulation of telecommunication services and support state legislation that provides for optimal service from monopolistic providers and ensures that ethnic, minority and limited income populations are not disadvantaged.
14. Transportation Facilities: Level of Service standards for transportation facilities are provided in the Transportation Element.
15. Water: Require that new development have adequate water supply for consumption and fire flow. Advocate the upgrading of existing lines, supply sources, and storage facilities as necessary in areas where fire flow is inadequate. Include level-of-service provisions in contract/franchise/license agreements.

CF 1.5.2 Require entities responsible for new development to contribute to the construction, renovation, or expansion of necessary public facilities. Support the establishment of latecomer 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.

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CF 1.6.2 Require utility lines to be relocated underground as specified by the DMMC to minimize public safety hazards, visual clutter, and the obstruction of views. Encourage the undergrounding of utilities throughout Des Moines. Encourage the use of shared corridors and joint trenches where utilities may be installed.

CF 1.6.3 Adopt ordinances as necessary to ensure that new public facilities and utilities include all improvements needed during use of the facility/utility, such as adequate on-site parking, appropriate signs, and lighting.

CF 1.6.4 Require adequate screened space in multifamily and commercial developments for on-site recycling containers.

CF 1.6.5 Identify facility needs for the provision of City services; explore funding options to accommodate those needs. Ensure that City facilities are sufficient in quantity and quality to allow for superior public service.

CF 1.7 Encourage, and to the extent permitted by law, require implementation of resource conservation practices to extend the useful life and capacity of existing and planned facilities.

CF 1.7.1 Prohibit or limit the construction of facilities/utilities if construction would result in severe 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 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 Encourage the siting of electric vehicle infrastructure, including all wires and equipment that convey electric current and any equipment to be operated by electric current, in, on, or about buildings or structures consistent with RCW 19.28.281.

CF 1.8.1 Support regional efforts to develop electric vehicle infrastructure.

CF 1.8.2 Encourage new development to include electric vehicle charging stations within or adjacent to their projects.



City of Des Moines

2015 Comprehensive
Plan Update

Selected Public Facilities

Legend

- Public Facility
- Streams
- Des Moines City Limits
- Normandy Park
- Burien
- SeaTac
- Kent
- Federal Way
- Unincorporated King County

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

Additional information is provided in plans for
specific services.

CITY OF DES MOINES COMPREHENSIVE PLAN MAP SERIES

This map series is intended for general planning
purposes related to the Des Moines
Comprehensive Plan. These maps are a composition of
various sources of information in both paper and
electronic format. They were created from available
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500 250 0 500 1,000 1,500 2,000 2,500
Scale In Feet



Community Development

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File: Public Facilities 11x17.mxd - June, 2015
Product of City of Des Moines GIS

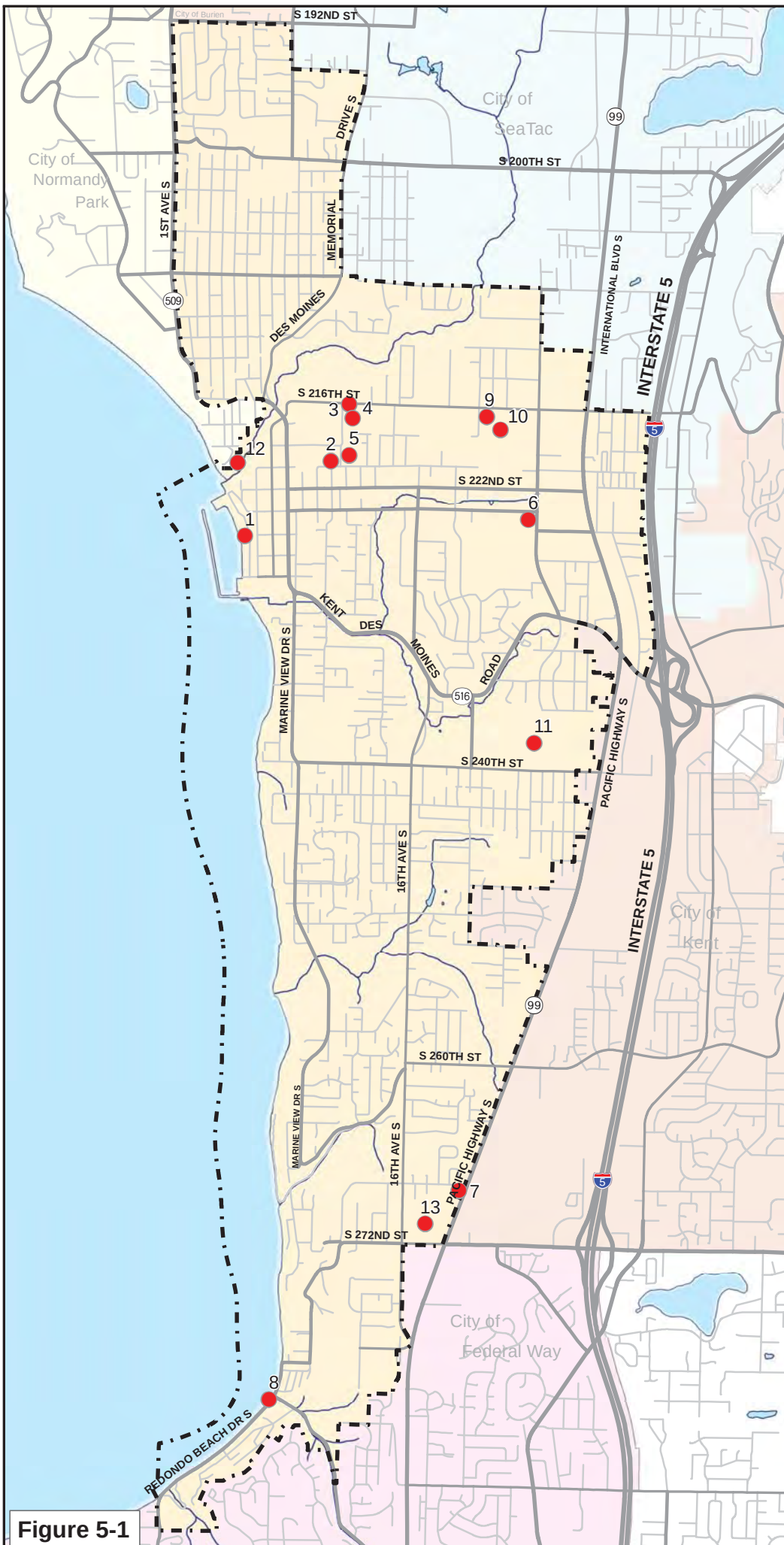


Figure 5-1

CHAPTER 6: Parks, Recreation, and Open Space Element

BACKGROUND AND CONTEXT

The Parks, Recreation, and Open Space Element contains goals and policies regarding how Des Moines parks, recreational facilities, and open space will be acquired, designed, managed, and programmed. The City parks system contains 43 parks totaling 221 acres of park land and 4.8 miles of trails. These are made up of conservancy and open space, mini-parks, neighborhood parks, community parks, special/waterfront parks, trails, pathways, streetscapes and ROWs, and Interlocal City/School District facilities.

The goals and policies in this element are taken from, and must be consistent with, the City's Parks, Recreation, and Senior Services Master Plan also known as the PRSS Plan. That plan was last updated and adopted in 2022, and is typically revised every six years to maintain eligibility for grant funding through the Washington State Recreation and Conservation Office (RCO). This element also connects and supports other comprehensive plan elements, such as the Land Use Element (through discussion of quality of life and public health), Transportation Element (through the discussion of trails, bikeways, and paths), the Environment & Conservation Element (through the objectives on water conservation and recycling), and the Healthy Des Moines Element (through the discussion of healthy eating and active living).

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

PARKS, RECREATION AND SENIOR SERVICES MASTER PLAN

Background information for this element is found in the Parks, Recreation and Senior Services Master Plan (2022) which includes estimates of demand for parks, a needs assessment, as well as a discussion about opportunities to coordinate with other jurisdictions to provide parks, recreation, senior services, human services, health and wellness, cultural arts, historic preservation, tourism and aquatics to residents within Des Moines and from around the region. Refer to Sections 1 through 3 of the Master Plan for this information.

ADA TRANSITION PLAN

In March 2019, Council adopted an Americans with Disabilities Act (ADA) Transition Plan. This plan covers a variety of topics to ensure a more accessible city, including upgrading parks and recreation facilities. This

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resolution and Transition Plan shows a commitment to goals in the Comprehensive Plan such as PR 6.2.2: “provide for inclusive recreation opportunities to meet the needs of special populations including those who are economically disadvantaged, physically challenged, and developmentally disabled in park facility planning, design, and program services, when feasible.”

GOALS

- Goal PR 1** Strive to provide adequate and accessible park and recreation facilities that meet the diverse interests and needs of people of all ages, income levels, cultural or educational backgrounds, or physical abilities. Such recreational facilities should satisfy outdoor, indoor, active, and passive recreational needs and be equitably distributed throughout the community. Ensure the orderly and comprehensive planning of parkland, recreational, and cultural resources through design standards, site planning, and *Master Plan* procedures. Such procedures should respond to public need and service area requirements for park and recreation services.
- Goal PR 2** Identify and protect, when feasible, open space, waterfront, park, and recreation areas and consider restoration, when feasible, of structures of local significance (e.g., cultural, historical, environmental, natural, wildlife, waterfront, tidal, special use, or other).
- Goal PR 3** Provide, when required by State law, improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. Pedestrian and bicycle facilities should be consistent with the Comprehensive Plan Chapter 3: Transportation Element.
- Goal PR 4** Combine new park facilities with adjacent waterfront, recreational, open space, public art, and historically significant locations, municipal facilities, pedestrian/ bicycle transportation systems, school and human services, and other appropriate areas or construction projects as feasible. Joint use of such recreation areas should be encouraged. Design and development of such projects should be coordinated with the Parks, Recreation, and Senior Services Department as part of the building permit process.
- Goal PR 5** Maintain existing park, waterfront, and recreation facilities in a sustainable, safe, and accessible manner in perpetuity as feasible. Encourage the State of Washington to maintain and preserve in a sustainable manner its parkland located within Des Moines in perpetuity.
- Goal PR 6** Enhance and maintain a variety of inclusive recreation, senior, wellness, and cultural programs, events, and services where feasible. Actively work to provide adequate recreation programs and service for underserved populations.
- Goal PR 7** Support economic development through design and placemaking by providing: city gateways, public art, and wayfinding signage to recreational, historical, and waterfront facilities; well-maintained streetscapes; adequate parking at recreational facilities; and improving and maintaining recreational, historical, and waterfront facilities.

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- Goal PR 8** Establish human services policies that make it possible for residents to live with dignity, purpose, and prevent homelessness.
- Goal PR 9** Establish arts and culture policies which celebrate cultural enrichment, diversity, accessibility, and the visibility of the arts.
- Goal PR 10** Promote and enhance Citywide policies for healthy eating and active living.
- Goal PR 11** Pursue additional funding for Parks and Facilities improvements.

POLICIES AND IMPLEMENTATION STRATEGIES

Parks, Land Use, and Facility Improvements

- PR 1.1** **Develop and maintain procedures and priorities for the selection, classification, and acquisition of parklands and the use of such lands for recreation purposes. All lands designated for recreation purposes should be suitable for the intended recreational activity.**

PR 1.1.1 Work with other entities and public agencies (Highline and Federal Way School Districts, Highline College, State Parks and Utility and Junior Taxing Districts) to maximize opportunities for acquisition of land that qualifies for the City's park system through Interlocal agreements, land transfers, lease, property exchange, dedication, and surplus or easement land acquisition procedures as feasible.

PR 1.1.2 Utilize the resources of national, regional, and local conservation organizations, corporations, non-profit associations, and benevolent entities to identify and acquire environmentally sensitive land, urban wildlife habitat, or preservation areas, when feasible.

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

PR 1.1.4 Strive to ensure that the quantity and quality of parkland increases and is located proportionately by population, and the new acquisition reflects the community's recreational, health, and cultural needs. Des Moines should use a variety of means to provide recreational opportunities.

PR 1.1.5 Ensure that proposed land use and transportation facilities that would subject locally significant parks, trails, and conservation resources, historic buildings or districts, recreation and sports facilities to exterior noise exposure levels that exceed limits identified in the DMMC mitigated to the extent feasible, as required by law, commensurate with the magnitude of adverse impact anticipated.

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PR 1.1.6 Transfer derelict land, easements, tax delinquent land, surplus roadway/highway rights-of-way, and other land not presently in productive to recreation or open space purposes where such land can be used for land exchange, purchase, or long-term leases to increase City parkland, if feasible.

PR 1.1.7 Maximize the use of lands associated with surface water management and other public utilities to meet recreation and conservation needs.

PR 1.1.8 Enforce regulations for new residential, business, commercial, or industrial development and redevelopment that require either the dedication of parklands, provision of recreation facilities, and/or payment of impact fees and fees in lieu of land to a park and recreation trust fund.

PR 1.1.9 Ensure park and facility design meets the DMMC or recognized standards for access, safety, environmental sustainability, health and protection of humans, domestic animals, wildlife, and tidal life. Park development should be of high quality and aesthetically pleasing, sensitive to the opportunities or constraints of the natural, physical, or architectural environment.

PR 1.1.10 Consider community recreational needs during planning stages of all single family, multifamily, subdivisions, and planned unit residential developments; retail, commercial, and business park development; educational institutions, utilities, and other governmental facilities development.

PR 1.1.11 Provide barrier-free access by modifying existing facilities when designing and/or constructing as appropriate.

PR 1.1.12 Provide basic amenities at recreation and open space facilities including restrooms, lighting, seating, public art, drinking fountains, trash and recycling receptacles, bicycle racks, shelters, signage, and parking as appropriate and as required by code.

PR 1.1.13 Connect recreational facilities by linear open spaces, pedestrian paths, or bicycle routes where feasible.

PR 1.1.14 Actively seek joint-development and programming opportunities with intergovernmental and private partners and the application of reasonable standards and conditions for such use.

PR 1.1.15 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.

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PR 1.1.16 Establish sustainable park and facility design and construction and historic preservation practices that result in facilities that are high-performing, good for the environment, healthy, and culturally enriching for park visitors and building occupants.

PR 1.1.17 Protect existing and planned park, waterfront, and recreation resources from adverse impacts associated with incompatible land uses and/or transportation activities through regulatory compliance as appropriate. Adverse impacts may include traffic congestion, inadequate parking, surface water runoff, vibration, air, water, and noise pollution.

Open Space, Cultural, and Locally Significant and Historic Resources

PR 2.1 Conserve open space, natural, and cultural resources.

PR 2.1.1 Coordinate and maintain procedures for conserving open space through measures such as zoning, land donation, purchase of easements, conservation easements, coordinated planning, taxing, and management actions where feasible.

PR 2.1.2 Work with conservation groups and the private sector to acquire, conserve, and manage natural open space areas and other recreational land through donations, sale of land, and recreation or conservation easements.

PR 2.1.3 Preserve significant critical areas as passive open space where feasible. The City may construct improvements that enhance the public's awareness of, and appreciation for, natural areas.

PR 2.1.4 Provide and sustain a healthy urban forest, in alignment with the Green Des Moines Partnership Urban Forest Enhancement Plan as appropriate. Pursue opportunities, either through City-led initiatives or partnering with nonprofit organizations and private entities, to restore native vegetation and plant and maintain trees in City-owned parks and open spaces, when feasible.

PR 2.2 Provide appropriate and responsive historic preservation of City owned historic or archeological property through specific planning.

PR 2.2.1 A Historic Preservation Commission should represent the interest of the City in matters of historic and archaeological preservation and keep the City Council informed on all such related matters.

PR 2.2.2 A building, site, zone, structure, or object may be designated a City historic or archeological property of local significance if:

1. It is listed in the King County, State, or National Register of Historic Places, or is designated as a Des Moines Landmark; or
2. It meets any of the criteria established by City Code.

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

Pedestrian and Bicycle Trails

PR 3.1 Encourage the planning, development, and full utilization of trails as recreation facilities.

PR 3.1.1 Plan urban trail systems for maximum pedestrian and bicycle access to parks, schools, transit centers, business districts, and employment areas as an alternative to automobile access. Also, plan trail systems that link to adjoining communities and urban areas leading to rural or natural areas.

PR 3.1.2 Develop plans for trails to be used as guides in creating coordinated recreation and transportation systems for pedestrian and all non-motorized vehicles or forms of transportation.

PR 3.1.3 Key pedestrian and bicycle routes should be those identified by the *Des Moines Comprehensive Transportation Plan*- Chapter 5 Pedestrians and Bicyclists.

Joint Use of Facilities

PR 4.1 Encourage joint use for recreation wherever lands and facilities are suitable and committed to other private and public purposes, including City, county/state properties, utilities rights-of-way, and the property of institutions and private corporations.

PR 4.1.1 Encourage joint-use recreational facilities while ensuring recreation services to the entire community. Utilize school sites and public buildings for recreation, cultural, and service programs through establishing joint purchase and/or use agreements.

PR 4.1.2 Develop specific agreements and reciprocal no-fee policies that encourage park use by school groups and school use by recreation user-groups of all ages, as appropriate.

PR 4.1.3 Encourage use of local park and recreation facilities for a wider range of community services delivery (e.g., health information, consumer protection, nutrition, art and cultural activities, seniors, childcare, bookmobiles, playmobiles, etc.).

Park Operations and Maintenance

PR 5.1 Develop and maintain a maintenance management program using best management practices that identify preventative maintenance, remedial maintenance, and deferred maintenance programs for parkland and facilities.

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PR 5.1.1 Establish maintenance service programs that protect public property; preserve its value; ensure its intended use, life expectancy, safety, cleanliness, security, and appearance; and promote community pride, as feasible.

PR 5.1.2 Establish maintenance service programs that encourage sustainability to: protect natural resources, reduce waste and maximize recycled resources, minimize dependence on water and fertilizers, and include integrated pest management, as appropriate.

PR 5.1.3 Develop and maintain the appropriate park rules and regulations that serve the continuing need to ensure access, safety, law enforcement, environmental protection, and protection of park, open space, historic districts, public art, and recreational resources as public assets.

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

PR 6.1 Provide cultural and recreation programs, wellness and social services that are responsive, inclusive, and aligned to community demographics. Provide programs and services which are both non-fee and user-fee based as appropriate to achieve a balance within a variety of recreational programs and services offered throughout the community.

PR 6.1.1 Promote or sponsor inclusive community events, family programs, and other social activities that serve special populations of the community.

PR 6.1.2 Develop and participate in joint cultural, recreation and wellness programs and social services interdepartmentally and interjurisdictionally with school districts, the pool Metropolitan Park District, law enforcement, arts and heritage agencies, human services agencies, tourism agencies, and other community groups and associations, as well as surrounding communities or neighborhoods within the local or sub-regional area, as feasible.

PR 6.1.3 Pursue joint-use and shared-cost opportunities such as: Interlocal agreements with other governmental agencies, collaborative opportunities with interdepartmental projects, public/private partnerships, and volunteerism to support, develop, and maintain new and existing community programs and services.

PR 6.1.4 Provide additional parks facilities and recreation programming that specifically caters to the needs of children and teenagers and provides safe and productive outlets for Des Moines' youth to socialize and recreate, when feasible.

PR 6.2 Provide appropriate and responsive recreation services through specific planning:

PR 6.2.1 Coordinate Parks, Recreation, and Senior Service department planning with other service providers including human services, health and wellness, cultural, arts and heritage organizations, schools, and law enforcement; coordinate park and facility planning with land-use planning in the City and surrounding communities or neighborhoods.

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- PR 6.2.2 Provide for inclusive recreation opportunities to meet the needs of special populations including those who are economically disadvantaged, physically challenged, and developmentally disabled in park facility planning, design, and program services, when feasible.
- PR 6.2.3 Conduct a demographics analysis and citizen participation and recreation preference surveys every 3-6 years to determine and/or adjust recreation needs data, as needed.
- PR 6.2.4 Encourage ongoing community input into the development and management of park facilities, programs, and services.
- PR 6.2.5 Promote environmental education through interpretive signage, beach and critical area naturalist programs, and environmental improvement volunteerism programs sponsored by the City, other educational institutions, and non-profit organizations.
- PR 6.2.6 Promote historical and cultural education through the preservation of historical sites and promotion of performing, literary and visual arts, community festivals and special events that extol and promote the cultural and historical heritage of the City.

Economic Development and Tourism

PR 7.1 Enhance the economic health of Des Moines neighborhoods through parks, recreation and senior services facilities, and program planning and implementation:

- PR 7.1.1 Identify and increase opportunities for public access to the public shoreline of Puget Sound and the number and variety of recreational and cultural opportunities provided at waterfront parks and the Marina, when feasible.
- PR 7.1.2 Identify and utilize growth management related impact fees, Lodging Tax and tourist related revenues and/or voted levy assessments in order to fund projects that are identified by the public as needed. Both public and private revenue sources will be employed to achieve a balance of equity and cost to the taxpayer through increased private and non-profit participation in recreation service activity.
- PR 7.1.3 Make pedestrian-friendly improvements to rights-of-way with enhanced public spaces, landscaping, wayfinding directional and historical signs, public art, and pedestrian and bicycle pathways in a manner that encourages pedestrian interaction between neighborhoods, recreation facilities, schools, business areas, waterfront parks, Marina, and transportation links, as appropriate.

PR 7.2 Identify appropriate and responsive use of city lodging tax for tourism purposes through specific planning:

- PR 7.2.1 The Lodging Tax Advisory Committee will review and comment to City Council on any proposal for the imposition by the City of a Lodging Tax or any proposal for the increase in the rate of, repeal of, an exemption from, or change in the use of revenue received from Lodging.

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PR 7.2.2 The comments shall include an analysis of the extent to which the proposal will accommodate activities for tourists or increase tourism, and the extent to which the proposal will affect the long-term stability of the fund created under RCW 67.28.1815.

PR 7.2.3 Failure of the Advisory Committee to submit comments before final action on or passage of the proposal shall not prevent the city from acting on the proposal. The City is not required to submit an amended proposal to an advisory committee under this section.

HUMAN SERVICES

PR 8.1 Provide appropriate and responsive Human Services through Specific Planning:

PR 8.1.1 An Advisory Committee will keep the City Council informed on all such related matters.

PR 8.1.2 Evaluate each human services grant application using a standard rating tool.

PR 8.1.3 Allocate Human Services grants funding based on established city priorities:

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

PR 8.1.4 Recommend to the City Council a level of funding for each accepted grant application.

PR 8.1.5 Ensure accountability of funded agencies with established service goals, required quarterly reports, and monitoring by the Committee.

Arts and Culture

PR 9.1 Provide appropriate and responsive cultural arts through specific planning:

PR 9.1.1 An advisory committee will evaluate, prioritize, and make recommendations on funding for cultural arts needs within the City.

PR 9.1.2 Review and recommend works of art for the City. Local artists will be encouraged and given equal consideration for these projects.

PR 9.1.3 Inform, assist, sponsor, or coordinate with arts, including performing arts, organizations, artists, or groups interested in cultural opportunities for our diverse community.

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- PR 9.1.4 Encourage arts programs that celebrate cultural enrichment and the diversity of Des Moines.
- PR 9.1.5 Support accessibility and visibility of the arts.
- PR 9.1.6 Collaborate with schools, local, regional, state, and national arts organizations.
- PR 9.1.7 Apply for private, local, regional, state, or federal funds to sustain the arts within the Des Moines community.

Healthy Community

PR 10.1 Champion the Healthy Des Moines Movement through policy, systems, and environmental changes that result in increased access to healthy foods and beverages and opportunities for physical activity, with an emphasis on school-age children:

- PR 10.1.1 Provide fresh food and unsweetened beverage options in City-sponsored meetings and promote healthy eating and nutritional education in City recreational programs to promote lifelong healthy eating habits, when feasible.
- PR 10.1.2 Support active recreation standards and lifelong fitness education in City-sponsored youth recreational programs to promote active living habits, as appropriate.
- PR 10.1.3 Identify City parklands as possible locations for community gardens, fruit and/or vegetable stands, farmer's markets, and Community Supported Agricultural (CSA) distribution sites to improve access to fresh food. Community gardens located in City parkland should be considered a non-commercial land use and subject to park land use guidelines.
- PR 10.1.4 Support joint-use agreements for the use of publicly owned property and joint-program agreements with public and private agencies to increase opportunities for lifelong active living and healthy eating programming and education.
- PR 10.1.5 Support funding of human services agencies that promote healthy communities including nutritional, mental, physical, and social health services.
- PR 10.1.6 Provide volunteer opportunities that support building healthy communities.

Funding

PR 11.1 Evaluate the establishment of a Parks and Recreational Facilities Impact Fees for "park and facilities system improvements" necessary due to growth based on the development's proportionate share of system improvements that are reasonably related to the new development. Public park, waterfront, and recreational facility improvements located at the development site should be encouraged.

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PR 11.2 Identify and utilize alternative funding programs administered by Tourism Program Areas, local, state, and federal agencies, or other public or private sources that are in the form of grants, loans, or other funding mechanism, when feasible.

CHAPTER 7: Housing Element

BACKGROUND AND CONTEXT

This Housing Element contains the goals and policies that identify steps the City of Des Moines can take in response to housing issues found within the community. These steps, or “implementation measures,” are intended to ensure the vitality of the existing residential stock, estimate current and future housing needs, and provide direction to implement programs that satisfy those needs consistent with the goals and requirements of the Growth Management Act (GMA). Specifically, the housing goal stated in the GMA is to:

“Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.”

The Puget Sound Regional Council’s (PSRC’s) VISION 2050 contains multi-county planning policies that provide a policy framework for local growth management planning in the future. The plan also sets out specific growth projections (for housing and employment) for the cities to accommodate and plan for in the future. One of the overarching goals of VISION 2050 is for the region to preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident, with fair and equal access to housing for all people.

The King County Countywide Planning Policies (CPPs) require all cities to share the responsibility for achieving a rational and equitable distribution of affordable housing and provide for a variety of housing types and opportunities for all economic segments in King County.



Accessory Dwelling Unit



Cottage Housing



Townhomes



Mixed Use



Senior Housing

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The Des Moines Housing Needs Assessment (HNA)¹ provides useful data and analysis relating to the housing needs in Des Moines and the HNA is adopted into this plan by reference and included at Appendix A to this Plan.

The City's Housing Action Plan (AHBL and ECONorthwest, 2023) is also an important document outlining steps and approaches that the city can take to improve conditions. Together, these documents set out programs and actions needed to achieve housing availability.

A few resolutions and ordinances have been passed in the past three years that directly support the goals of the Housing Element of the Comprehensive Plan including Resolution No. 1456 "Approving the South King Housing and Homelessness Partners 2024 Work Plan and 2024 Operating Budget", Resolution No. 1458 "Adopting a Housing Action Plan (adopted in 2023)", and Ordinance No. 1750 – "Adding and codifying a new chapter entitled Supportive Housing Standards to the Des Moines Municipal Code (adopted in 2021)."

HOUSING TARGETS

In conjunction with the 2021 King County Countywide Planning Policies² on housing, each city within the County was assigned a set of targets for future accommodation of affordable housing. The targets are assigned consistent with the regional geographies established per PSRC's Regional Growth Strategy and represent a proportion of the City's overall housing growth target (see Exhibit 7-1). Des Moines is classified as a **High Capacity Transit Community** (HCT), which means that it's one of the 34 cities and unincorporated areas in the region that are connected to the regional high-capacity transit system, but are organized below the classifications of **Metropolitan City** or **Core City** which are allocated the greatest distribution of growth. PSRC targets growth within communities having transit assets in order to help support mobility and reduce the number and length of vehicle trips.

These targets are intended for planning purposes and as broad quantitative guidance to the County and cities in:

CITY OF

DES MOINES



HOUSING ACTION PLAN

The City's Housing Action Plan (2023) sets out specific goals (improve housing access and supply, mitigate displacement, etc.) and includes five strategies, together with specific regulatory, programmatic or incentive-based actions to support each strategy:

Strategy 1. Support and create new partnership to address housing needs.

Strategy 2. Support the acquisition and preservation of income restricted rental housing by housing partners.

Strategy 3. Amend the development code to support housing options.

Strategy 4. Remove regulatory barrier to support the development of a variety of housing types.

Strategy 5. Reduce development costs for affordable housing.

¹ Des Moines **Housing Needs Assessment** (November 2022) by ECONorthwest was Appendix B to the City's Housing Action Plan (adopted June 8, 2023) and it contains data and analysis on a variety of topics relating to population and household characteristics, housing characteristics and costs/ affordability, housing production, and so on.

² As amended in 2023 via King County Ordinance 19660.

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

The housing/household targets shown in **Table 7-1** assume a 2044 planning horizon. King County's GMPC (Growth Management Planning Council) further specifies that the 3,800 net new housing units that are needed by 2044 should be supplied in order to accommodate a wide variety of household incomes as shown in **Table 7-2**. Additionally, the jurisdictional emergency housing need is 726 beds.

Table 7-1: King County Housing Unit Growth Target and PSRC Household Projection for 2044

Projections for the Year 2044	
GMPC Targets ³	17,022 Housing Units (comprised of a baseline supply of 13,222 units plus 3,800 additional units)
PSRC Forecasted Households ⁴	16,096 Households

Table 7-2: Current Housing Units and Estimated Housing Needed by Area Median Income⁵ Bracket Groups

	Total Future Need Forecasted (Total Future Need by 2044)	Current Number of Housing Units (Baseline Supply 2019)	Number of New Housing Units To be Added to Meet the Need (Net, new need 2019-2044)
0 to ≤30% AMI; Not PSH	1,246	456	790
0 to ≤30% AMI; PSH	415	0	415
>30 to ≤50% AMI	2,857	2,626	231
>50 to ≤80% AMI	3,537	3,310	227
>80 to ≤100% AMI	2,933	2,652	281
>100 to ≤120% AMI	1,948	1,630	318
>120% AMI	4,086	2,548	1,538
TOTAL	17,022	13,222	3,800

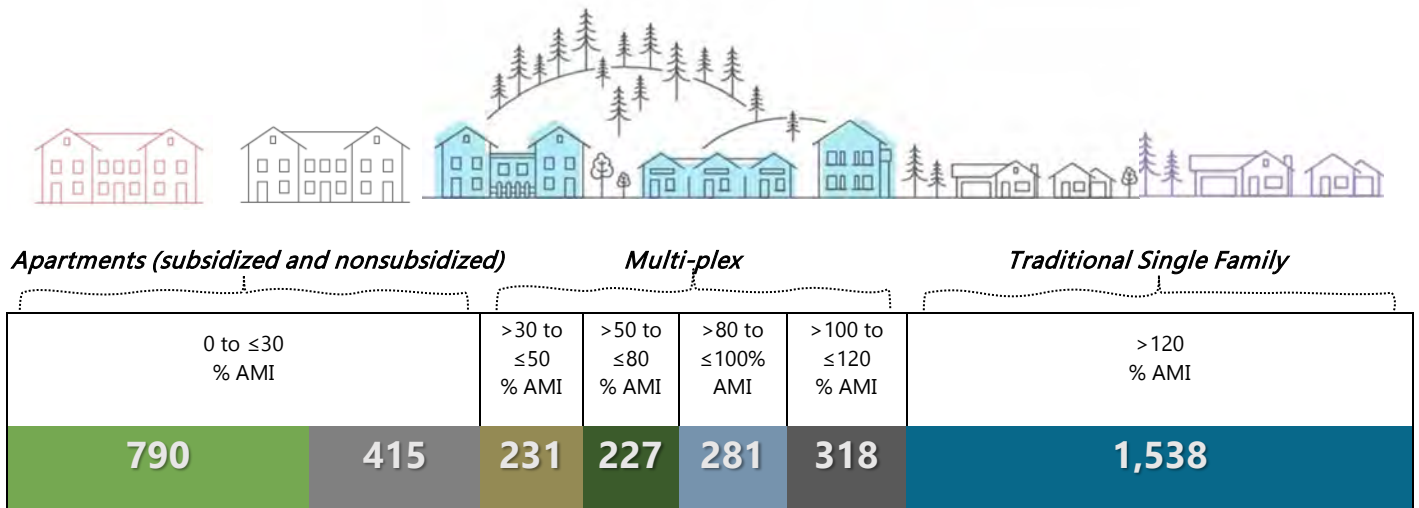
³ The Growth Management Planning Council (GMPC) targets are documented in the 2021 King County Countywide Planning Policies Amended August 15, 2023 (King County Ordinance 19660) and Ratified November 30, 2023.

⁴ The Puget Sound Regional Council's Forecasted Households figure is sourced from the LUV-it City Summaries database, Updated May 30, 2023.

⁵ As of 2024 the Area Median Income (AMI) for King County is \$137,700. This means that approximately half of households earn less than this figure and approximately half earn above this figure. A household is considered "low income" if it earns between \$70,227 and \$110,150. "Extremely low-income households" earn less than \$41,310 and "very low income" households earn between those two brackets.

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Based on Des Moines' current household income distribution, 1,663 new housing units (or 43.7% of Des Moines housing growth target) are needed for households earning 80% or less of the area median income.



3,800 new homes will be needed over the next 20 years in Des Moines

Figure 7-1: New Housing Unit Needs by Area Median Income groups and Examples of the Spectrum of Housing Types Needed ⁶

⁶ Graphic adapted from and inspired by Exhibit 3 in Washington Dept. of Commerce Book 2: Guidance for Updating your Housing Element (August 2023); the various building forms indicated are suggestive of the types of housing typically need to address a range of housing needs.

What are the housing needs in Des Moines?

The Housing Needs Assessment (HNA) revealed the following information:

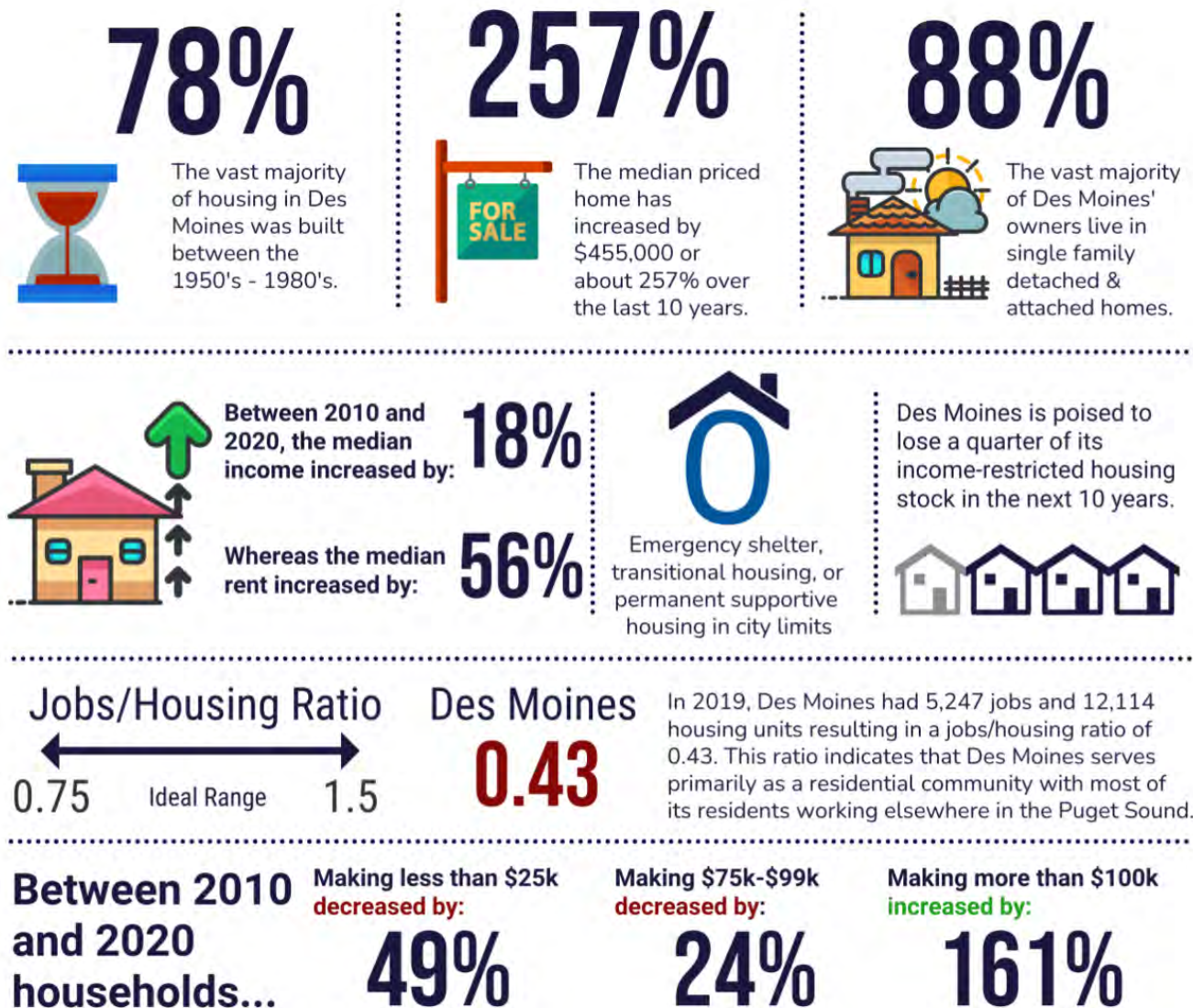


Figure 7-2: Des Moines Housing Needs

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AFFORDABLE HOUSING

Affordable housing is a significant need that shapes the quality of life for our community. Current and future residents of Des Moines, together with people throughout the region, need housing which is affordable and available to accommodate a variety of income levels.

The term Affordable Housing is often conflated with “Low-income housing” (typically referred to as “subsidized housing” in this element) but should not be confused:

- Affordable housing: Housing is typically considered to be affordable if total housing costs (rent, mortgage payments, utilities, etc.) do not exceed 30 percent of a household’s gross income.
- Cost-burdened household: A household that spends more than 30 percent of their gross income on housing costs. (A household that spends more than 50 percent of their gross income on housing costs is called “Severely cost-burdened.”)
- Subsidized housing: Public housing, rental assistance vouchers like Section 8, and developments that use Low-Income Housing Tax Credits are examples of subsidized housing. Subsidized housing lowers overall housing costs for people who live in it.

The U.S. Census 2022 American Community Survey 5-year estimates data indicate that 11.8 percent of Des Moines’ population lives at or below the poverty level⁷. According to data reported by King County⁸, in the year 2020 the median sales price of a single-family home in Des Moines was \$467,000, a significant increase over the figure of \$186,000 from 2012.

According to the GMA, housing is considered to be “affordable housing” when the total housing costs, including basic utilities, does not exceed 30% of the income limit (for renters, 50% or less of the County median family income, adjusted for family-size, and for owners, 80% or less of the County median family income, adjusted for family size for owners). In accordance with WAC 365-196-410(2)(e)(iii), planning for affordable housing should be done on a regional basis. Using the general assumption that market factors will guarantee adequate housing for those in the upper economic brackets, it is important to recognize that some combination of appropriately zoned land, regulatory incentives, financial subsidies, and innovative planning techniques will be necessary to ensure adequate provisions for the needs of the entire population.

In King County’s Urban Growth Capacity Report⁹, it is evident that Des Moines retains ample land supply – or “capacity” – to accommodate its projected housing expansion. Most of this capacity is accounted for in Des

⁷ The percentage of people under 18 years of age in poverty is 13.9 percent.

⁸ 2021 King County Urban Growth Capacity Report (also known as the Buildable Lands Report) was adopted December 14, 2021 by King County Ordinance 19369) and Ratified on April 6, 2022. The full report details methodology and assumptions and is available at <https://kingcounty.gov/en/dept/executive/governance-leadership/performance-strategy-budget/regional-planning/urban-growth-capacity-report>

⁹ *Ibid.*

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Moines' high- and medium high-density zones¹⁰. Additional detail regarding capacity for housing to accommodate broad income spectrums is included in Appendix A.

HOUSING TYPES

One approach the City will take to address shifts in market demands and potential constraints is to broaden the availability of “middle housing” opportunities in the City. Middle housing encompasses a diverse range of residential structures with multiple units, designed to harmonize in scale and form with single-family homes¹¹. By allowing middle housing, Des Moines aims to provide a broader array of housing choices that cater to different lifestyles and income levels while fostering infill development opportunities and supporting multi-modal transportation choices by focusing increased density in certain areas.

While the City does not control private sector investment, which is necessary for the development of quality housing and neighborhoods, the City should take the steps within its power to facilitate development of the types of housing that will create the best opportunity for success. Steps that can be taken (and in most cases already have) include the creation of development regulations that allow these types of products, establishment of incentives for certain development types, evaluation of current codes for barriers to certain housing types, and creation of public-private partnerships.

Finally, additional Special Needs Housing is needed in Des Moines. Special Needs Housing is defined as housing arrangements for populations with special physical or other needs; the populations needing special housing may include the elderly, disabled persons, people with medical conditions, homeless individuals and families, and displaced people.

GOALS

- Goal HOU 1** Encourage the development, preservation, or replacement of housing stock that is affordable to all economic segments of the community.
- Goal HOU 2** Encourage and support a variety of housing opportunities for those with special-needs, particularly those with challenges related to age, health, or disability.

¹⁰ The County's Urban Growth Capacity Report identified there was available capacity for 8,386 housing units as of 2018; over 6,000 of which were tallied for “high density” zones. Des Moines has seen an increase of 889 housing units between April 1, 2018 and April 1, 2024 (OFM). According to the Department of Commerce's “Guidance for Updating Your Housing Element,” the highest density zones are assumed to be available for persons in the low income (>50-80% AMI) category without market interventions and to extremely low and very low income (>50-80% AMI) households with subsidies and/or incentives (in addition to the “higher” categories, of course). There is no question that Des Moines meets the capacity requirement (with a future surplus) and no changes are needed to the city's zoning map at this time.

¹¹ “Middle housing” means buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing. (RCW 36.70A.030).

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- Goal HOU 3** Protect existing and planned residential areas from adverse impacts associated with incompatible land uses.
- Goal HOU 4** Encourage the development of a suitable mix of housing choices through innovative land use and well-crafted regulations.
- Goal HOU 5** Implement policies and strategies to meet housing needs equitably.

POLICIES AND IMPLEMENTATION STRATEGIES

Housing Supply

- HOU 1.1 Zone sufficient buildable land, create adequate usable development capacity and allow for a suitable mix of housing types to accommodate Des Moines' projected share of King County population growth over the next 20 years.**

HOU 1.1.1 Continue to provide opportunities and incentives through the Planned Unit Development (PUD) process for a variety of housing types and site planning techniques that can achieve the maximum housing potential of the site.

HOU 1.1.2 Promote and foster, where appropriate, innovative and non-traditional housing types such as live/work housing, attached and detached accessory dwelling units, as well as other "middle housing" types, as alternative means of accommodating residential growth and providing affordable housing options.

HOU 1.1.3 Encourage infill development on vacant or underutilized sites.

HOU 1.1.4 Incorporate the Housing Action Plan implementation strategies to overcome the lack of access to affordable housing options.

Mixed Income Housing

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

HOU 1.2.1 Work cooperatively with other King County cities/agencies to address regional housing issues, including the South King County Housing and Homeless Partners group (SKHHP).

HOU 1.2.2 Encourage affordable housing availability in all neighborhoods throughout the City, particularly in proximity to future or existing high-capacity transit, employment, and/or educational opportunities.

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HOU 1.2.3 Consider mandating an affordability component or requiring minimum density requirements for build out in areas within walking distance to light rail stations.

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

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

HOU 1.2.6 Consider inclusionary zoning tools which require developers to include a certain percentage of affordable housing units in each development.

Housing Preservation

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

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

HOU 1.3.2 Consider a housing program to encourage landlords to retain and repair rental housing as affordable.

HOU 1.3.3 Publicize King County's Minor Home Repair Program available to low-, very low-, extremely low-, and moderate income residents of Des Moines.

HOU 1.3.4 Consider forming partnerships, implementing regulatory changes, and offering financial assistance programs to assist residents to remain in their homes.

HOU 1.3.5 Establish policies and procedures to mitigate displacement if and when new development occurs, with specific considerations for low-, very low-, extremely low-, and moderate-income housing options.

Special Needs Housing

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

HOU 2.1.1 Assist social service organizations, non-profit housing providers, and community organizations that provide housing for low income and special needs populations, operate emergency shelters, or provide other housing-related services available to Des Moines residents.

HOU 2.1.2 Support the acquisition and preservation of income-restricted rental housing by housing partners, such as SKHHP.

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HOU 2.1.3 As required by state law, do not impose regulatory barriers to the siting of group homes, foster care facilities, and facilities for other special populations. Strive for equitable distribution of special-needs housing within the City of Des Moines and among neighboring jurisdictions.

HOU 2.1.4 Coordinate with housing partners to create a centralized web page in the City's website to host all programs and services that Des Moines residents can access through the City and partners.

HOU 2.1.5 Implement programs to identify gaps in partnerships with underrepresented groups and build those relationships into City housing policy.

HOU 2.1.6 Identify potential barriers to housing access and remove where feasible.

HOU 2.1.7 As required by state law, amend development regulation to allow and regulate the development of permanent supportive housing and transitional housing in all zoning districts where residential dwellings (and/or hotels) are permitted, and allow and regulate emergency housing and emergency shelter in all zoning districts where hotels are permitted.

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

HOU 2.2.1 Promote compatible residential development that is affordable to all economic segments of the Des Moines community. Ensure City codes and development regulations do not create unnecessary barriers to affordable housing.

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

HOU 2.2.3 The City should allow and have capacity for government-assisted housing, group homes, foster care facilities, emergency housing, emergency shelters, and permanent supportive housing.

HOU 2.2.4 Encourage the acquisition and preservation of income-restricted rental housing by housing partners.

HOU 2.2.5 Ensure conditions for affordable housing to be built in the future through proper zoning and development regulations and maintain a sufficient supply of land capacity to address housing needs; the city must ensure there are sufficient lands available to accommodate the required new units to be built for households earning below the Area Median Income.

Land Use

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

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HOU 3.1.1 Protect existing and planned residential areas from unmitigated adverse impacts that may be generated by nearby incompatible land uses or transportation facilities or activities.

HOU 3.1.2 Strongly advocate to the Port of Seattle and the Federal Aviation Administration (FAA) for proper mitigation of environmental noise impacts upon Des Moines' residential areas.

HOU 3.1.3 Avoid siting housing in close proximity to Sea-Tac Airport pursuant to RCW 36.70.547 and the Washington State Department of Transportation Airports and Compatible Land Use Guidebook, M3074.00 (January 2011, as amended).

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

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

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

HOU 4.1.3 Allow middle housing types in single family zoning districts when appropriate criteria can be met, as required by law.

HOU 4.1.5 Allow mobile/manufactured and modular homes within Des Moines when such structures satisfy all applicable health and safety codes.

HOU 4.1.6 Continue to allow accessory dwelling units in a way that complies with all applicable laws.

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

HOU 4.2.1 Establish regulations and procedures that provide a high degree of certainty and predictability to applicants and the community at-large and minimize unnecessary time delays in the review of residential permit applications, while still maintaining opportunities for public involvement and review.

HOU 4.2.2 Encourage the establishment of Block Watch/Neighborhood Watch programs in all residential areas.

HOU 4.2.3 Encourage private reinvestment in residential neighborhoods and private rehabilitation of housing by providing information, technical assistance, and referrals to appropriate agencies and organizations.

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HOU 4.2.4 Coordinate with housing partners to create a centralized web page in the City's website to host all programs and services that Des Moines residents can access through the city and partners.

HOU 4.3 Integrate and coordinate construction of public infrastructure with private development to minimize housing costs wherever possible or practicable.

HOU 4.3.1 Use funds from local Capital Improvement Program, grants, and other sources to provide needed capital improvements, such as sidewalks, street lighting, and neighborhood parks in existing residential neighborhoods.

HOU 4.3.2 Continue to require on-site recreation areas (or fee-in-lieu) within new subdivisions and multifamily developments per development regulations. Consider if the City should adopt a procedure to provide relief from this requirement in certain cases, such as reductions or exemptions for below market-rate housing development.

HOU 4.3.3 Consider if the city should provide reductions or exemptions for parking requirements for certain housing development such as infill projects or housing which is provided below market-rate.

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

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

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

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

Land Use

HOU 5.1 Implement, promote, and enforce fair housing policies and practices so that every person has equitable access and opportunity to thrive in their communities of choice, regardless of their race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other relevant category of protected class.

HOU 5.1.1 Promote zoning and development regulations that are non-exclusionary, and which avoid racially disparate impacts and/or disinvestment. Action against disparate impacts should include review of existing policies, codes, and procedures.

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HOU 5.1.2 Promote fair housing for all persons and ensure that no City policies, programs, regulations, or decisions result in housing discrimination.

HOU 5.1.3 Document and recognize historic racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources through support from State planning grants.

CHAPTER 8: Economic Development Element

BACKGROUND AND CONTEXT

The Washington Growth Management Act (GMA) emphasizes county-wide coordination of economic development planning, and economic development is one of the elements of a growth management comprehensive plan (see RCW 36.70A.070 (7)). Likewise, VISION 2050 sets a goal for the Economy: The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life. Primarily developed as a suburban residential community, the City is poised to evolve into a vibrant community and fulfill its role as a High Capacity Transit Community pursuant to VISION 2050.

The GMA requires local comprehensive plans to contain economic development elements. However, this requirement will not be enforced until state funding is made available. Nevertheless, Des Moines recognizes that good growth management planning should factor in economic considerations and include an economic element to the previous comprehensive plan update and strategic plan. Local governments also prepare other types of economic development plans, including strategic action plans and plans focused on job creation and retention, job training programs, public and private capital investments, and business and community capacity-building. (MRSC, 2024).

The purpose of the Economic Development Element is to establish the goals, policies and strategies for economic growth and vitality that will enhance the City's identity, quality of life, and ability to attract a variety of business and industries. A healthy economy plays an important role in ensuring that Des Moines is a vibrant and sustainable community for living and working. Economic diversity is widely recognized as a key factor in a robust local economy, reflected in varied job types, investments across different sectors, a range of income levels, and a mix of business types and sizes.

The Economic Development Element can be utilized as the basis for an Economic Development Strategic Plan identifying a specific set of actions and strategies to achieve the policies established in the Economic Development Element. This element describes Des Moines' economic role locally and identifies appropriate partnerships within the South King County and the Central Puget Sound regional economy. It discusses the importance of economic development to address priorities and needs of the community while accommodating the City's employment growth targets of 2,380 new jobs by the year 2044.

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What is Economic Development?

Economic development can be defined as actions taken to increase local economic activity (acknowledging that different states, regions, counties and cities have different tools available to them) resulting in a stronger more diverse economic base. This element identifies policies that promote economic development including an expansion of the City's economic base to promote job creation and expand the local tax base, increase revenue for the public sector, increase goods, and services to residents and businesses, and establish appropriate public/private partnerships, all of which contribute to a strong, sustainable, and resilient economy.

KEY STRATEGIC ADVANTAGES

Des Moines is centrally located within the Puget Sound region, midway between Seattle and Tacoma. The city is easily accessible from neighboring communities via Highway 509 and Interstate 5, and benefits from reliable public transit through RapidRide and light rail mass transit. The proximity of SeaTac International Airport and two deep-water seaports enhances access to freight movement, goods, and services. While the nearby airport offers clear advantages for connectivity and commerce, it can also pose challenges related to noise and traffic that impact local quality of life.

The city's proximity to the airport and Port facilities have resulted in development of the Des Moines Creek Business Park spanning approximately 3 million square feet of new office, light industrial, distribution, manufacturing across a variety of businesses. The northwest regional headquarters of the Federal Aviation Administration, comprised of a new 280,000 square foot building employing over 1000 federal employees was recently built and occupied at the Des Moines Creek Business Park. Additionally, the city's nearby location to the Green River Valley, the fourth largest warehouse and distribution center in the United States and the second largest manufacturing center on the West Coast, makes Des Moines a prime location for customers, vendors, and suppliers to call home.

A wide range of multi-family, mixed-use, retail, lodging, office, and light industrial properties are found along the Pacific Highway South commercial node, presenting ideal choices for business investment.

Businesses flourish in Des Moines, where residents are well-educated and provide a ready workforce, thanks in part to nationally recognized schools. Highline College and a satellite campus of Central Washington University are two institutions in the City that continue to prepare individuals to join high-tech, manufacturing, medical, biotech, and hospitality industries.

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EMPLOYMENT DATA

The Puget Sound Regional Council (PSRC) estimates that there were 7,833 jobs in the City in 2020 and forecasts that the jobs count will increase to 10,427 jobs by the year 2044 as depicted in **Figure 1**. That means that employment growth is projected to increase by about 33% overall (with a corresponding Average Annual Growth Rate (AAGR) of about 2.53%). The City of Des Moines has sufficient land capacity to accommodate its 2019–2044 employment growth target. With an estimated capacity for 2,410 jobs and a target of 2,380 jobs, the city exceeds its employment goal by 30 jobs, indicating that current land use policies and zoning provide adequate space for anticipated job growth.¹

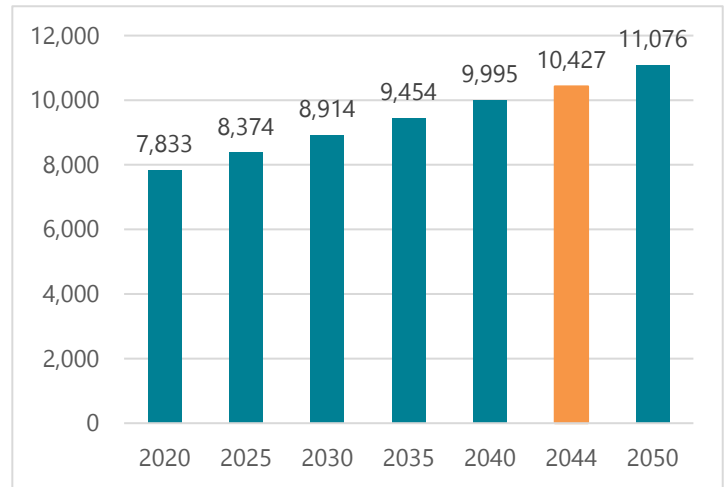


Figure 1: Employment Trends

The PSRC also provides employment data according to broad sector categories. According to the PSRC datasets, the sector having the highest number of jobs in Des Moines for the year 2020 was “FIRES” or Finance, Insurance, Real Estate and Other Services (36%) followed by Public and Private Education (23%), Retail and Food Services (21%). The remaining sector groups of Manufacturing, Wholesale, Transportation and Utilities, Construction and Resource, and Public Sector comprised about 20%. (See **Figure 2**). By 2044 the distribution of jobs by sector groups will remain fairly consistent, with gains in the share of FIRES Retail and Food Services.

Figure 2: Des Moines Employment by Primary Sectors

¹ King County *2021 Urban Growth Capacity Report*

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US Census Inflow/ Outflow Analysis data² indicate that in the year 2021 there were approximately 449 people living in Des Moines and were also employed within the city's geographical boundaries. Approximately 4,998 workers were employed in Des Moines but live outside of Des Moines while 13,161 city residents were employed outside of the city.

Des Moines functions predominantly as a residential hub within the larger regional labor market, with the majority of its residents seeking employment outside the city limits. An important strategy for bolstering the local economy will involve attracting a diverse range of businesses to the area to generate more job opportunities and potentially reducing the outflow of workers and strengthening the city's economic foundation.

The following goals and policies provide the framework for growing the Des Moines economy. The mission is to provide a climate that maintains a healthy economy for jobs and businesses without sacrificing the qualities that make Des Moines a great place to live.

GOAL

Goal ED 1 Promote economic stability, growth, and vitality to support a prosperous and sustainable economy for all people.

POLICIES AND IMPLEMENTATION STRATEGIES

ED 1.1 Increase the self-reliance of the City by diversifying revenue streams, reducing dependence on property tax, and increasing revenues generated from retail sales and other commercial economic activity.

ED 1.1.1 Identify ways the City can leverage land use entitlements and associated processes to incentivize and facilitate quality development that aligns with the City's vision and goals. ED 1.1.2 Implement clear and objective development standards that incorporate built-in flexibility mechanisms to help streamline review processes while still achieving desired design outcomes across diverse neighborhood contexts.

ED 1.1.3 Incorporate comprehensive support for local business retention and new business development throughout all economic development efforts, leveraging Des Moines' competitive advantages and addressing underserved retail segments.

ED 1.2 Reduce retail leakage within the City by identifying those sectors where the City is underserved by retail business and increasing our competitive advantage to attract new retail development and customers.

² US Census Bureau, OnTheMap application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2021).

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ED 1.2.1 Conduct an analysis of retail consumption patterns in the City in order to:

1. Establish metrics to determine success in recapturing retail leakage, and
2. Attract businesses in sectors where the City is underserved, thereby increasing the City's retail business activity and increasing retail sales tax.

ED 1.3 Increase opportunities for higher density, urbanized development focusing on mixed-use projects.

ED 1.3.1 Develop standards for mixed-use development that balance the integration of residential, commercial, and community spaces and promotes livability through green space, accessibility, pedestrian, and transit access.

ED 1.3.2 Review development standards for increasing building heights and density standards downtown, in existing centers, and along major transit corridors.

ED 1.3.3 Consider creating overlay districts in targeted areas to encourage transit-oriented development with reduced parking requirements and increased height allowances.

ED 1.3.4 Identify sustainable approaches to project development that encourage energy efficiency, and sustainable environmental design as a means to mitigate potential impacts of development.

ED 1.4 Encourage and leverage the value of partnerships.

ED 1.4.1 Explore ways in which the City, and other public agencies, can partner with the private sector to achieve development objectives while at the same time providing public benefits.

ED 1.4.2 Continue to coordinate economic development efforts within our region to increase the value of regional integration and assets.

ED 1.4.3 Continue participation and collaboration with regional partners, for example, Soundside Alliance, Port of Seattle, and Economic Development Council of Seattle and King County.

ED 1.4.4 Support, recognize, and empower the contributions of the region's culturally and ethnically diverse communities, institutions, and Native Tribes.

ED 1.5 Continue to provide expedited review and streamlined permitting services to foster confidence in the development community and assure the City is known as a good business partner.

ED 1.5.1 Maintain and improve (where possible) the development review process to encourage project applicants to take advantage of pre-application meetings that identify critical

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project dynamics. The private sector (and public projects) can take advantage of the City's emphasis to front load project review resulting in fewer iterations in the submission process, providing for cost savings and speed-to-market opportunities for development projects.

ED 1.6 Promote environmental and socially responsible business practices, especially those addressing climate change, resilience, and improved health outcomes.

ED 1.6.1 Consider incentive programs to promote sustainable practices, including the use of eco-friendly materials, low-impact techniques, waste reduction, and resource efficiency.

ED 1.6.2 Promote environmental and socially responsible business practices, especially those addressing climate change, resilience, and improved health outcomes.

ED 1.7 Foster strategies that support small local businesses, facilitating their growth, while attracting new businesses that can create a diverse and resilient local economy.

ED 1.7.1 Work with the Small Business Development Center (a Small Business Association program) at Highline College and other organizations to foster the success of small business.

ED 1.7.2 Strive to reduce disparities in access to opportunity and expand employment opportunities including economically disconnected neighborhoods.

ED 1.7.3 Support a positive business climate and foster employment opportunities for businesses providing living wage jobs. This includes local enterprises, women- and minority-owned businesses, and start-up companies.

ED 1.7.4 Provide a welcoming business atmosphere that supports established and emerging industries, technologies, and services promoting environmental sustainability, especially those addressing climate change and resilience.

ED 1.7.5 Consider ways to address and prevent potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure.

ED 1.8 Invest in infrastructure improvements to foster economic development and increase opportunities for transportation, pedestrian connections, and recreation within economic districts in Des Moines, particularly within the Marina District, and Pacific Ridge Neighborhood.

ED 1.8.1 Develop a multi-modal transportation plan that prioritizes pedestrian-friendly streetscapes, bike lanes, and corridors to better connect key economic districts, prioritizing improvements that link regional transit, the marina, and downtown.

ED 1.8.2 Fund projects that maintain and upgrade public spaces, parks, and recreational facilities within existing economic centers, as feasible. Prioritize infrastructure investments that enhance walkability, public amenities, and multimodal connectivity.

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ED 1.9 Invest in public amenities that help create a vibrant, recreation-oriented, healthy destination city, that includes quality education facilities, and activities for the community.

ED 1.9.1 Build on the strong amenities that exist in the city, including parks, beachfront, recreational opportunities, and view corridors by prioritizing the preservation existing features and expanding them into new areas where possible.

ED 1.9.2 Promote Des Moines' image and identity for purposes of attracting and growing business, tourism, and local spending. This would include work to partner and support agencies involved in promotion, marketing, and tourism.

ED 1.10 Collaborate with schools, colleges and local companies to foster a well-trained and educated workforce.

ED 1.10.1 Evaluate on an ongoing basis the types of jobs being created in Des Moines and coordinate information with our local schools and the college to assure workforce programs that address local employment needs.

ED 1.11 Develop destination branding and marketing programs for the Marina District, Redondo, and the Pacific Highway South corridor, to attract and promote economic activity within areas with existing amenity assets.

ED 1.11.1 Develop materials that summarize the Des Moines "story" and work with developers and investors to create development projects and encourage uses that support the destination brand.

ED 1.11.2 Work with the private sector to reinforce the brand and articulate Des Moines' value as a destination site, maximizing existing resources.

CHAPTER 9: North Central Neighborhood Element

BACKGROUND AND CONTEXT

The North Central Neighborhood is Des Moines' primary location dedicated for office, research and development, manufacturing, distribution, and large-scale industrial development. It is envisioned as a thriving center for trade-related activity that generates new family wage jobs and revenue for the City and advances the region's vitality by linking businesses to world markets via Sea-Tac Airport.

To date, Des Moines, the Port of Seattle, City of SeaTac, Washington State Department of Transportation (WSDOT), and other public agencies have made significant investments in the City's transportation infrastructure to improve access and freight mobility to serve future development:

- **Transportation Gateway Project** entails upgrading two city arterials: S. 216th Street between SR 99 and 19th Avenue S., and 24th Avenue S. north of S. 216th Street. Improvements include 5 lane cross sections with pedestrian, bicycle and urban design elements and a new signal at 20th Avenue S. The 24th Avenue S. and S. 216th Street, Segment 2 (18th Avenue S. to 24th Avenue S.) improvements are complete. Segment 1b of the project focusing on S. 216th Street remains to be completed and is included in the City's Transportation Improvement Plan 2023-2042.
- **28th/24th Avenue S. Connection** includes a new south access road completed by the City of SeaTac to Seattle-Tacoma International Airport (SeaTac Airport) with a 5 lane, principal arterial that parallels SR99. Construction of the corridor was completed in 2018. The multimodal corridor accommodates pedestrians, bicycles, and vehicles and connects to the Sound Transit Angle Lake light rail station and park and ride.



Although all of Des Moines is adversely impacted by aircraft noise, the area between 16th Avenue S. and 24th Avenue S. is directly below the aircraft flight path and is particularly heavily impacted.

The area north of S. 216th Street was so severely affected that the Port of Seattle purchased and removed what was once a well developed single family neighborhood. This process was completed in 1993. This

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neighborhood buyout has left the area substantially cleared of structures. Because the Port did not expand its acquisition and removal program, the area south of S. 216th Street remains in private and City ownership.

The North Central Neighborhood contains four Subareas, each with its own distinct characteristics, opportunities, and limitations. The Subareas are shown in Figure 9-1 and described below:

- (1) **Des Moines Creek Subarea:** This Subarea includes approximately 38 acres in the northwest corner of the North Central Neighborhood. As its name implies, this area includes land within and adjacent to Des Moines Creek and its ravine. Also included is land north and west of the ravine that is separated from the remainder of the North Central Neighborhood by Des Moines Creek. Most of this Subarea area is heavily vegetated with native growth. A large portion of the area is publicly owned (Des Moines Creek Park) and features a pedestrian/bicycle paved trail (Des Moines Creek Trail).
- (2) **North Subarea:** This Subarea is the largest within the North Central Neighborhood, containing approximately 89 acres. It is bounded by S. 208th Street to the north, 24th Avenue S. to the east, S. 216th Street to the south, with undeveloped State Route 509 right-of-way and Des Moines Creek Park to the west. The bulk of the area contains Port-owned properties.
- (3) **South Subarea:** The South Subarea comprises approximately 55 acres and is bounded by S. 216th Street to the north, 24th Avenue S. to the east, S. 220 Street to the south, and undeveloped State Route 509 right-of-way to the west. A variety of business and recreation uses are found in this Subarea. A small cluster of single family homes on smaller lots are located in the northeast corner and a large apartment complex is located in the northwest corner.
- (4) **West Subarea:** This Subarea contains most of the undeveloped State Route 509 right-of-way and undeveloped Port property to the west of the right-of way. The area comprises of approximately 54 acres. Except for several single family homes, this area is largely undeveloped.

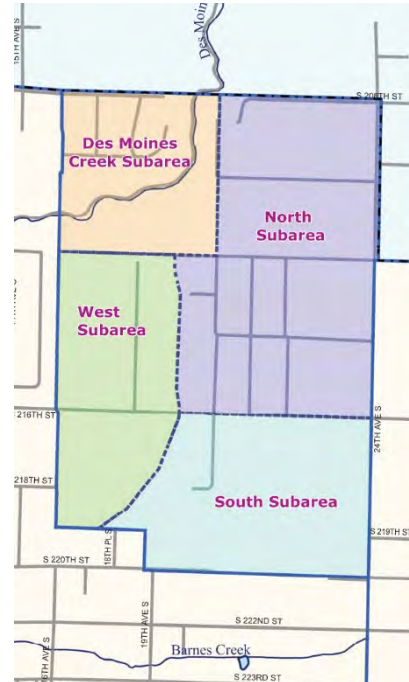


Figure 9-1: North Central Neighborhood Subareas

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

The West Subarea is a potential resource for recreational amenities for the public and employees who use the area, and projects such as completing the connection of the Barnes Creek Trail to the Des Moines Creek Trail would be excellent enhancements.

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In 2023, the City established an Innovation District Overlay in the North Central Neighborhood of Des Moines. The District is a place-based urban development strategy aimed to regenerate an under-performing area into a desirable location for innovative and creative companies and workers. The district is in place to support economic diversification, small business development, entrepreneurship, job creation, social equity, and environmental sustainability. The district can provide myriad benefits such as providing enhanced opportunities to develop workforce housing, education, and training in proximity to jobs, transit, recreation, and open to complement the area and accomplish the highest and best use while simultaneously encouraging owner-occupied housing and enhancing and protecting recreational opportunities.

GOALS

- Goal NCN 1** Catalyze economic opportunity and investment in the North Central Neighborhood by strengthening and supporting business growth and vitality as well as the creation of family wage jobs.
- Goal NCN 2** Enhance business development opportunities within the Innovation Overlay Districts.
- Goal NCN 3** Ensure transportation and other public infrastructure and services are provided concurrent with development, as feasible.
- Goal NCN 4** Ensure compatibility between business park uses and the surrounding areas, including the Des Moines Creek basin, through careful planning and the mitigation of potential adverse environmental impacts, as permitted by law.

POLICIES AND IMPLEMENTATION STRATEGIES

Land Use

- NCN 1.1 Allow business park-type land uses and recreational facilities within the North and South Subareas.**
 - NCN 1.1.1 Develop standards for master plan approval prior to business park development within the North Subarea.
 - NCN 1.1.2 Develop standards for administrative approval of development upon individual sites when such development conforms to the approved master plan.
 - NCN 1.1.3 Promote a mixture of high-density uses within business parks, including offices, wholesale trade, light manufacturing, research, and other related uses. Consider recreational facilities, including sport facilities with related retail uses. Promote a high-tech, research, and transit-oriented employment hub by encouraging projects that integrate workforce housing, education and training, technology-driven incubators, and transit-friendly employment centers.
- NCN 2.1 Encourage new development, infill, and redevelopment within the Innovation Overlay District.**

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NCN 2.1.1 Enable development that will complement and enhance the distinct physical characteristics of each district, support small business development and entrepreneurship, and provide the support systems such as education, training, and workforce housing.

NCN 2.1.2 Work collaboratively to increase opportunities for small business development in order to create greater efficiencies in land use and infrastructure to reduce associated costs and support multi-modal transportation options (non-motorized and bus transit).

Transportation

NCN 3.1 Facilitate improved vehicular access prior to or concurrent with new development.

NCN 3.1.1 Work cooperatively with other affected agencies during the evaluation, siting, and construction of new roadway improvements.

NCN 3.1.2 When appropriate, ensure business park developments contribute funds toward the cost of the off-site roadway improvements based on the proportionate share of future vehicle trips, or the added property value created by the roadway improvement.

NCN 3.1.3 Ensure that traffic reports identify the potential impacts to the surrounding arterial street network and the appropriate mitigating measures, as required by law.

NCN 3.1.4 Consider requirements for business park development to include transportation demand management (TDM) measures, such as bus pass subsidies, preferential parking for car and van pools, flextime, bicycle parking, and ride match services.

NCN 3.1.5 Encourage employers in the North Central Neighborhood to sponsor, co-sponsor, or provide shuttles to enhance connectivity with the Sound Transit Angle Lake Link Light Rail station and transit facilities on Pacific Highway S., as well as routes that would circulate through Des Moines to bring people to and from the Marina District. The City will advocate to King County Metro to provide such services.

NCN 3.1.6 Ensure that new development within the North Subarea is served by an internal system of public rights-of-way that minimize the impact upon surrounding arterials and residential areas, as feasible. Require that access to individual developments be exclusively served by the internal street systems, where feasible.

NCN 3.1.7 Design ingress and egress for each Subarea to minimize additional traffic on S. 216th Street, west of the North Central Neighborhood, and on 24th Avenue S., south of S. 216th Street. Limit developments that will generate excessive amounts of traffic on S. 216th Street, west of the North Central Neighborhood, or on 24th Avenue S., south of S. 216th Street, where feasible.

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NCN 3.1.8 Encourage new arterial streets within or adjacent to the North Central Neighborhood so that access to internal, local-access streets within each Subarea will be from the new arterial(s).

NCN 3.1.9 Locate and design SR 509 and 24th Avenue interchanges that extend through or are adjacent to the North Central Neighborhood, as feasible, to: 1) provide direct access to and from the neighborhood; 2) alleviate existing traffic problems in the vicinity; 3) provide improved access for the greater community; and 4) ensure that it does not serve as the sole southerly access to SeaTac International Airport.

NCN 3.1.10 Prepare standards that require new developments provide for convenient pedestrian access to exterior arterials, particularly those with transit routes.

NCN 3.1.11 Prepare standards for planned street and development patterns to include relocation and undergrounding of existing utilities. Ensure that master plans include an analysis of all utility needs, including on and off-site improvements. At the time of development, follow required standards for the undergrounding of existing and new utility lines, including those on adjacent streets. Promote an equitable distribution of utility improvement costs among all business park developments.

NCN 3.1.12 Drainage systems should be designed consistent with the King County Surface Water Manual, the Des Moines Creek Basin Plan, the Massey Creek Flood Control Management Study, and other applicable drainage plans. Require that development maintain the existing direction of surface water flow within existing basin boundaries, where feasible. Ensure that all surface water runoff be collected and detained to prevent any off-site flooding or adverse water quality impacts. As feasible. Prepare standards for drainage systems that use biofiltration to maintain water quality and incorporate drainage features into on-site water amenities.

NCN 3.1.13 Closely regulate extensive outdoor storage areas. Develop standards for small areas for outdoor storage when the area is well screened from adjacent residential properties and public rights-of-way. Recommend or require that loading areas be oriented away from adjacent residential areas and perimeter arterials. Encourage indoor storage areas.

Park and Open Space

NCN 4.1 Ensure that new business park uses include the development of recreational facilities.

NCN 4.1.1 Acquire lands within Des Moines Creek Subarea, the West Subarea, and the South Subarea for development of future recreational facilities, as feasible.

CHAPTER 10: Marina District Element

BACKGROUND AND CONTEXT

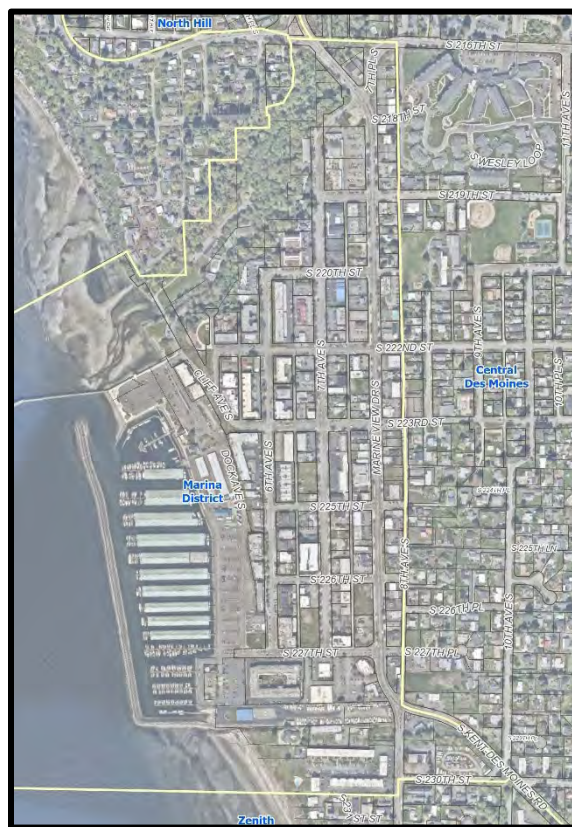
VISION STATEMENT FOR THE DOWNTOWN MARINA DISTRICT

The Marina District – the Downtown, Marina, and Beach Park – is the historic and cultural center for Des Moines. A revitalized Downtown with a small-town charm reflecting the City's rich history invites new businesses, development, shoppers, and residents. A quality mix of services in the District encourages residents to shop locally and creates a destination for visitors. Improved pedestrian access to and from the Marina and Beach Park and pedestrian amenities along South 223rd Street and South 227th Street enhance the image of Des Moines as a special Puget Sound waterfront community. The Marina District Design Guidelines encourage private participation and public art to reflect and celebrate the City's unique location and maritime heritage.

Des Moines Marina District is located along the shoreline of Puget Sound. This waterfront location provides a unique geographic setting for the City's primary commercial district. This area is one of few low-bank shoreline areas between Seattle and Tacoma. The Des Moines Marina occupies much of the shoreline within the neighborhood. The Marina currently provides limited recreational opportunities for non-boaters.

The Marina District is generally bounded by Puget Sound on the west, the City of Normandy Park and South 216th Street to the north, 8th Avenue South and Kent-Des Moines Road to the east, and South 230th Street to the south (See Figure). Single family residential neighborhoods are adjacent to the Marina District to the north, south, and east. As the topography of the area generally slopes down from east to west, many properties within and near the Marina District currently have views of Puget Sound and the Olympic Mountains.

The Marina District is developed with a variety of land uses, including commercial, professional office, single family, multifamily, mixed-use, and recreational uses. Some buildings in the neighborhood are in a state of disrepair. Several properties are vacant or have minimal physical improvements, such as those properties fenced for boat storage.



The Land Use Map (Figure 2-1) shows the current uses planned for the Marina District neighborhood. Other

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policies within the adopted Land Use Element that relate to the Marina District include:

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

The following recent projects enhanced the marina, and benefit the district:

- The North Bulkhead & Restroom Replacement project involved the replacement of 900 feet of Marina North bulkheads and improved urban design features, landscaping and pedestrian facilities at the site; the \$13.7M project leveraged \$3.9M in Washington State Grants
- The Quarterdeck, a waterfront gathering space featuring a wine and coffee bar, has become a popular community hub at the Marina. By activating the waterfront with outdoor seating, events, and locally focused retail, it strengthens the Marina District as a vibrant destination.
- The historic picnic shelter & restroom renovation project at Beach Park (this project included funding from the State Recreation and Conservation Office)

GOALS

Goal MD 1 Ensure that Marina District will be:

1. The civic and cultural center for the City.
2. A revitalized and safe neighborhood with a small-town charm that reflects the City's rich history and invites new businesses, development shoppers, and residents.
3. Characterized by a quality mix of businesses that encourages residents to shop locally and creates a destination for visitors.
4. Aesthetically pleasing with design standards and public art to reflect and celebrate the City's unique location and maritime heritage.
5. Pedestrian-friendly with improved access to and from the Marina and Beach Park and pedestrian amenities along South 223rd Street and South 227th Street.
6. A residential as well as commercial neighborhood.
7. A neighborhood that takes advantage of its waterfront location.
8. A neighborhood with numerous opportunities for passive outdoor recreation.
9. An area with views of Puget Sound and the Olympic Mountains.
10. A neighborhood where redevelopment and the introduction of new businesses is encouraged when such activities compliment and implement adopted goals and policies.

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Goal MD 2 Strengthen community sustainability, pedestrian accessibility, livability, and downtown business vitality.

POLICIES AND IMPLEMENTATION STRATEGIES

Land Use

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

- 1) Specialty retail and restaurants;
- 2) Professional offices;
- 3) Innovative design and mixed-use development opportunities;
- 4) Varied housing opportunities;
- 5) Pedestrian oriented design; and
- 6) Civic, community service, community gathering, and recreational areas.

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

MD 1.1.2 Develop standards allowing light manufacturing uses in the commercial zones when:

1. Products are sold on site at retail; and
2. Manufacturing activities will not adversely impact surrounding properties.

MD 1.1.3 Development standards should continue to allow residential uses in the areas west and south of the business district. Ensure that new development at the edge of the D-C Downtown Commercial Zone has minimal impact upon nearby residences.

MD 1.1.4 Development standards should allow automobile service and maritime uses as well as outdoor storage of product inventory where a pedestrian-friendly environment can be maintained or enhanced.

MD 1.1.5 Support the growth of small, flexible commercial spaces, including pop-up retail, food vendors, and seasonal market opportunities that enhance the Marina District's economic vitality.

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

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

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MD 1.2.2 Encourage partnerships with local entrepreneurs, arts organizations, and maritime businesses to create unique commercial experiences along the waterfront.

MD 1.2.3 Expand low-barrier water recreation opportunities, such as kayak launches, paddleboard rentals, and eco-tourism programs, to strengthen the Marina District as a recreational destination, where feasible.

Design

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

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

MD 2.1.2 Develop public art, wayfinding signage, and cultural markers to highlight the Marina District's maritime identity and create a stronger connection between downtown and the waterfront, where feasible.

MD 2.2 Building height should enhance the pedestrian-friendly street environment not adversely impact the nearby land uses.

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

MD 2.2.2 Develop standards for terracing and modulation of upper floors of buildings.

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

MD 2.3.1 Follow developed standards so that new development or redevelopment in the Marina District exhibits design excellence by paying particular attention to site design, building form, architecture, and public space as described in the *Marina District Design Guidelines* and other required development standards.

Transportation

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

MD 2.4.1 Attract people to and through the Marina District with attractive signage and wayfinding programs, where feasible.

MD 2.5 Promote a pedestrian-friendly sidewalk environment throughout the Marina District. Within the commercial zones, the sidewalk environment may include storefronts near the sidewalk, minimal interruption by vehicular driveways, awnings for weather protection, public open spaces, attractive landscaping, and integrated signs and lighting.

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MD 2.5.1 Ensure that street trees are planted throughout the Marina District.

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

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

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

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

MD 2.7.1 Create an integrated transportation system that includes a comprehensive parking strategy, pedestrian and bicycle network (including but not limited to connecting Barnes Creek Trail, the Marina, and Des Moines Creek Trail), and streetscape improvements, when feasible. Explore pedestrian and micro-mobility solutions (e-bikes, shuttles, etc.) to improve connections between the Marina District, downtown, and nearby transit hubs.

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

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

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

MD 2.8.1 Allow shared and off-site parking when no adverse parking impacts will result, per development standards.

MD 2.8.2 Require new uses meet the off-site parking standard at the time the use are authorized.

MD 2.8.3 Fund projects that invite community gathering, business opportunities, and tourism through multi-modal accessibility, walkability, and public amenities.

Economic Development

MD 2.9 Establish a Marina District Economic Development Plan that incorporates all development elements and objectives to help guide development patterns, as feasible.

MD 2.9.1 Elements of the Plan can include the following design elements, infrastructure improvements, landscaping, recreation, parking, land use and zoning that will define and distinguish the Downtown/Marina area.

CHAPTER 11: Pacific Ridge Element

BACKGROUND AND CONTEXT

The Pacific Ridge area is located along Pacific Highway South and between 24th Avenue South to the west, Interstate 5 to the east, South 212th Street to the north, and Kent-Des Moines Road to the south (see Figure 1-1). Nearby regional transportation facilities (existing and planned) provide excellent access to the area. Pacific Ridge's topography and elevation provide excellent opportunities for views of Mount Rainier, Puget Sound, and the Olympic Mountains.

Many Pacific Ridge properties are not improved to the extent presently allowed by the City of Des Moines Comprehensive Plan and the Zoning Code. Many properties feature older buildings and are likely to be redeveloped in the near future.

Due to its location and proximity to several major transportation linkages, age of buildings, and other social and economic factors, Pacific Ridge represents an opportunity to increase density without the adverse impacts that may occur elsewhere in the City.



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GOALS

Goal PR 1 The City of Des Moines intends to transform Pacific Ridge into a new urban community that takes advantage of its geographic location, local and regional transportation linkages, stable soils, and view corridor potential. The transformation of Pacific Ridge will include replacement of lower-scale, existing buildings with new structures that will dramatically enhance the appearance, character, economics, and safety of the area. Pacific Ridge will contain buildings and open spaces designed for pedestrians as well as the motorist. Pacific Ridge will be an area of businesses and residences. New buildings may be five to eight stories in height along Pacific Highway and will emphasize retail and office uses. Between the development along Pacific Highway and Interstate 5, buildings may be eight or more stories in height and will focus on residential high-rise home ownership that includes green open spaces and view corridors. This new community will exhibit superior design features that make Pacific Ridge inviting to residents and businesses, complement other areas of Des Moines, and foster community pride.

POLICIES AND IMPLEMENTATION STRATEGIES

Land Use and Housing

PR 1.1 **Ensure new land uses are consistent with the Pacific Ridge Neighborhood Improvement Plan and Vision.**

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

PR 1.1.2 Discourage gasoline stations, automobile repair uses, and retail tire sales in order to limited number the uses.

PR 1.1.3 Encourage land uses that promote long-term residency and activity during both daytime and nighttime hours, such as mixed-use buildings and condominium dwellings.

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

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

PR 1.2.2 Require that the comprehensive plans and capital improvement plans of the special purpose districts that serve Pacific Ridge reflect the build-out conditions specified by this Element and all implementing policies and regulations, when feasible.

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

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

PR 1.3.2 Ensure that new development includes measures that will mitigate displacement of residents and of affordable housing, as required by law.

Economic Development

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

PR 1.4.1 Review City requirements to ensure that development requirements, land use review procedures, and mitigation measures do not unnecessarily hinder redevelopment.

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

PR 1.4.3 Encourage land assemblage to facilitate larger-scale development proposals, and minimize instances where “hold-out” properties do not contribute to the emerging character of the area. When new construction is proposed, encourage or require that internal property lines within building sites be removed. Discourage further division of parcels when such proposals are inconsistent with Pacific Ridge policies and/or regulations.

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

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

1. Attract new businesses in Pacific Ridge;
2. Promote development and redevelopment opportunities in Pacific Ridge; and
3. Encourage new construction that is consistent with this Element.

Transportation

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

PR 1.6.1 Ensure compliance with the State Barrier-Free Regulations, as adopted.

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PR 1.7 Encourage use of alternative modes of transportation, including walking, bicycling, carpooling, and mass transit. Coordinate City-sponsored transportation improvements via the Comprehensive Transportation Plan and the Capital Improvement Program.

PR 1.7.1 Encourage transit service to nearby park-and-ride lots, direct bus service to light and heavy rail transit stops, bicycle corridors, to and from transit nodes, etc. within Pacific Ridge

PR 1.8 Promote a pedestrian-friendly sidewalk environment throughout Pacific Ridge. The sidewalk environment may include storefronts near the sidewalk, consolidated and/or shared vehicular access, public open space, attractive landscaping, and integrated signs and lighting. Promote safe and direct pedestrian access between Pacific Highway South and nearby properties.

PR 1.8.1 Encourage or require use of shared driveways to minimize the number of locations where the sidewalk is interrupted by vehicular traffic. Ensure that land use policies and regulations are consistent with the controlled-access requirements of the Washington State Department of Transportation (WSDOT).

PR 1.9 Ensure that off-street parking regulations reflect anticipated future demand.

PR 1.9.1 Require off-street guest parking for multifamily developments, per approve development standards.

PR 1.9.2 Development Standards should continue to allow shared and off-site parking when no adverse parking impacts will result.

PR 1.9.3 Require new uses meet the required off-site parking standard at the time the use are authorized.

Design

PR 1.10 Encourage the development and use of gateway features, focal points, and unique design features that contribute to the identity of Des Moines and Pacific Ridge.

PR 1.10.1 Ensure that street trees are planted throughout the Pacific Ridge, per development standards.

PR 1.11 Require that new construction contain and exhibit high-quality design elements and building materials as outlined by the Pacific Ridge Design Guidelines.

PR 1.11.1 Enhance personal and property safety through development regulation, including use of Crime Prevention Through Environmental Design (CPTED) guidelines or regulations.

PR 1.11.2 Encourage new construction to incorporate design elements that provide view corridors, visual interest, pedestrian scale, and features which minimize impacts associated with building height, bulk, and scale. Require the terracing of upper floors of buildings.

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PR 1.11.3 Encourage new development to include public benefit features such as plazas and courtyards with outdoor seating, hill-climbs, overhead weather protection, public art, etc.

Parks and Open Space

PR 1.12 Expand recreational opportunities in or near Pacific Ridge.

PR 1.12.1 Extend Midway Park eastward to 28th Ave, and westward to Pacific Highway South as feasible. Provide pedestrian connections between Midway Park, Pacific Highway South, and the Steven J. Underwood Park, when feasible.

PR 1.12.2 Align City and outside resources, including multifamily recreation fees (provided in-lieu of dedication or on-site provisions), to improve and/or expand recreation opportunities and open space in and near Pacific Ridge, as feasible. Examples of potential improvements include: 1) enlarging Midway Park; 2) improving the Sports Park complex adjacent to Pacific Ridge; and 3) improving pedestrian connections between these facilities.

CHAPTER 12: Healthy Des Moines Element

BACKGROUND AND CONTEXT

In the past two decades, there has been an overall increase of obesity and chronic diseases in King County. Data show that people living in South King County bear a disproportionate burden of poor health and poverty compared to other parts of the County.¹

These health issues acutely impact youth. Fostering greater physical activity among youth has been the focus of recent efforts by the Washington State Recreation and Conservation Office (RCO). Using funding allocated by the state legislature, the RCO Assembled a physical Activities Task Force composed of representatives from across the state to investigate the inequities in physical activity experienced by youth in Washington, remove systemic barriers to physical activity, and encourage youth to be more physically active.²

Unfortunately, data shows that youth across the state are not getting the recommended 60 minutes of daily physical activity as prescribed by the Centers for Disease Control and Prevention.³ This is chiefly due to a lack of accessible facilities, finances, transportation access, and safety barriers.⁴ Further compounding the issue is that access to recreational facilities and rates of physical activity differ based on income and ethnic background. The report found that low income and communities of color often having the “fewest accessible, safe, and well-maintained recreational facilities.”⁵ As a result, supporting policies, programs, and interventions in the built environment to foster greater rates of physical activity must remain a priority for Des Moines, with a particular focus on measures to improve outcomes for our community’s youth in an equitable manner.

In 2013, the City of Des Moines received a Community Transformation Grant (CTG) from the CDC in partnership with Seattle Children’s Hospital and PHSKC to develop and implement standards to improve physical activity in City-run programs. The City collaborated with Highline School District to develop new Physical Activity Standards for the City’s Club KHAOS (Kids Having an Outrageous School Year) and Camp KHAOS (Kids Having an Outrageous Summer) programs. These programs are aligned with Highline School District’s Enhanced

“Des Moines is making a HUGE difference in helping its youth stay healthy – by making where they live, learn and play places that make the healthy choice the easy choice.”

James Krieger, MD, MPH
Public Health – Seattle & King County

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

² Washington State Recreation and Conservation Office. “Physical Activities Task Force Report.” Washington State Recreation and Conservation Office. 2022. <https://rco.wa.gov/wp-content/uploads/2022/02/PhysicalActivityTaskForceReport.pdf>, pgs. 3-4.

³ Ibid, p. 5.

⁴ Ibid p. 9

⁵ Ibid.

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Physical Education Program and with Washington State health and National fitness standards for physical activity curricula.

There are opportunities for food growing in the community. The Daisy Sonju Community Garden & Orchard is a partnership effort focused on improving the health of the community by reconnecting people to their environment. This includes planting space for community food needs (in addition to offering leased plots for organic gardening). Volunteers are essential to the space, working to maintain paths, harvest fruit in the orchard, and plant and care for food in the designated food bank plots. In addition, the Midway Park has a space identified for a future community garden as the park is remodeled. A community garden partner to start and run the program is needed.

In April 2024, the City of Des Moines proclaimed the week of April 15-19 as Black Wellness Week. The proclamation aimed to foster community empowerment by bringing awareness to health disparities as evidenced during the COVID-19 pandemic and align with broader universal health objectives, including highlighting systemic health barriers. This proclamation was the first of its kind in the City of Des Moines, and a step towards continuing to highlight health disparities within underrepresented groups within our community.

Table 12-1 shows the household income, rates of disability, and mortality rates for census tracts that are partially or entirely within the City of Des Moines.⁶

Table 12-1: City of Des Moines Median Household Income, Disability Population, and Mortality Rate

Census Tract	Median Household Income (\$)	Disabled Population (%)	Mortality Rate (per 100,000)
287	98,301	8.9	714.19
288.01	66,822	14.8	1196.61
289.01	73,551	10.2	687.46
289.02	54,401	6.8	909.22
290.01	76,930	18.5	679.68
290.03	50,942	15.2	1031.18
300.03	71,973	10.3	850.29
301	88,576	12.9	756.82

Projects within two census tracts in the City of Des Moines (Tracts 288.01 and 290.03) may be eligible for additional grant funding options because their median household incomes are below the state average of \$73,775, their disabled population percentage is above the state average of 12.7%, and their mortality rate is above the state average of 675.48 per 100,000 persons.

The City of Des Moines may be eligible to apply for Community Development Block Grants (CDBG) through its participation in the King County Consortium. Administered by the U.S. Department of Housing and Urban

⁶ Washington Recreation and Conservation Office. "Statewide Comprehensive Outdoor Recreation Plan (SCORP) Grant Application Tool." *Washington RCO*. 2022. <https://wa-rco.maps.arcgis.com/apps/instant/minimalist/index.html?appid=bce5b3d8c691477a94801c271b97a6fa>

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Development (HUD), CDBGs programs allocate funding to states, cities, and counties so that these entities can invest in urban community development and foster economic opportunity for low- and moderate-income persons in local communities.⁷ Funds are administered “based on the percentage of low-and-moderate-income populations” within two sub-regions of King County and whether they further the goals envisioned by both the federal government and Consortium.”⁸ Thus, because of its membership within the King County Consortium, Des Moines could apply for a few CDBG opportunities in the near and long term.

Another funding opportunity available to the City of Des Moines is the Community Forestry Assistance Grant. Overseen by the Washington State Department of Natural Resources (DNR), the Community Forestry Assistance Grant makes \$7 million in funding available to address adverse environmental conditions impacting Washington on a local and regional level.⁹ To qualify for this grant, communities identified in the application must be within the geographic boundary of areas graded ‘disadvantaged’ by the Climate and Environmental Justice Screening Tool.¹⁰ Within the city of Des Moines, Census Tracts 289.02 and 290.03 are listed as disadvantaged; and so projects within these census tracts would be eligible for the grant opportunity.



Image Generated by: Microsoft, August 27, 2024. <https://copilot.microsoft.com/>.”

The DNR also created a UCF Project Prioritization Tool to assist applicants with locating projects for this grant opportunity.¹¹ The tool shows eligibility for state funding if a community census tract is designated as a highly impacted community. Highly impacted communities are those census tracts that receive an environmental health disparity score of 8 or higher.¹² This project prioritization tool also shows status for federal funding based on whether a community census tract is designated a disadvantaged community census tract. Census tracts 289.92 and 290.03 are identified as highly impacted communities with environmental health disparity scores of 10 and 9, respectively. There are two parks located within census tract 289.02 – Midway Park and Kiddie/City Park where projects could be eligible for this funding opportunity and in census tract 290.03, Parkside Park could be eligible for grant funding, too.

BRIDGING THE GAPS THROUGH POLICY, SYSTEMS, AND ENVIRONMENT CHANGES

The City of Des Moines’ policies relating to land use, food access, and the transportation system have a strong influence on people’s lifestyles and in promoting a healthy community. Goals, policies, and strategies within

⁷ U.S. Department of Housing and Urban Development. “Community Development Block Grant Program.” *hud.gov*. US Dept of Housing and Urban Development. 22 December 2022. https://www.hud.gov/program_offices/comm_planning/cdbg

⁸ King County. “Consolidated Housing and Community Development Plan 2020-2024.” *Kingcounty.gov*. King County Consortium. <https://kingcounty.gov/~media/depts/community-human-services/housing-homelessness-community-development/2020-24-conplan/kc-consort-consolidatedplan2020-2024-final.ashx?la=en>. Pgs. 2-3;104.

⁹ Washington State Department of Natural Resources. “2024 Community Forestry Assistance Grant: Request for Application.” *Dnr.wa.gov*. 2023. <https://www.dnr.wa.gov/urbanforestry> & https://www.dnr.wa.gov/publications/rp_urban_rfa_community_forestry_assistant_grant.pdf

¹⁰ Council on Environmental Quality. “Climate and Economic Justice Screening Tool.” *Screeningtool.geoplatform.gov*. U.S. White House. 22 November 2022. <https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5>

¹¹ Washington State Department of Natural Resources. “UCF Prioritization Tool.” WA DNR. N.d. https://wa-dnr-fr-data-team.shinyapps.io/DNR_UCF_Prioritization_Tool/ and https://www.dnr.wa.gov/sites/default/files/publications/rp_ucf_prioritization_slides_0923.pdf.

¹² It is mandated by state law that 50% of grant money and services must be given to highly impacted communities; RCW 76.15.100 (6).

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the Healthy Des Moines Element as well as those within Chapter 2 – Land Use Element, Chapter 3 – Transportation Element, and Chapter 6: Parks, Recreation, and Open Space Element provide a framework and identify the actions needed to build a healthy, vibrant Des Moines that fosters an environment for healthy eating and active living within our community. Through the Healthy Des Moines Initiative, the City of Des Moines created the *Outcomes and Partners Report*, *Nutritional Standards Implementation Guide*, and *Physical Activity Standards Implementation Guide* as tools to ensure success and sustainability for healthy living in our community.



GOALS

- Goal HD 1** Coordinate with surrounding communities to support improved access to physical activity and healthy foods. Facilitate the long-term implementation of the Healthy Des Moines Initiative.
- Goal HD 2** Develop public, private, and non-profit partnerships to support the goals of the Healthy Des Moines Initiative and the Healthy Des Moines Element.
- Goal HD 3** Support the efforts of relevant agencies to study and mitigate the negative impacts from Sea-Tac Airport and other pollution generators on surrounding communities, and support independent studies into those impacts.
- Goal HD 4** Support implementation of the recommendations from the State RCO Physical Activity Task Force Report.
- Goal HD 5** Continue the city's commitment to address and alleviate health disparities for underrepresented groups.

POLICIES AND IMPLEMENTATION STRATEGIES

- HD 1.1** **Support policy, systems, and environmental changes that result in increased access to healthy foods and beverages and opportunities for physical activity, with an emphasis on school-age children.**
 - HD 1.1.1** Propose a Healthy Food Resolution and support a long-term action plan.

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HD 1.1.2 Continue to support the Des Moines Food Bank, Farmers Market and other organizations that help provide food assistance to low-income residents so that all families, seniors, schools, and community-based organizations are able to access, purchase, and increase intake of fresh fruits, vegetables, and other non-processed food.

HD 1.2 When feasible, provide healthy food and beverages in City-sponsored meetings and programs and at City facilities to promote balanced food choices.

HD 1.2.1 Continue to support implementation of nutritional standards and healthy food procurement policies in City owned and operated facilities and across departments.

HD 1.3 Sustain the Des Moines youth programs that teaches fitness, nutrition, and health to youth in City-sponsored early childhood and school-age clubs and camps.

HD 1.3.1 Support implementation of Youth Physical Activity at City-sponsored recreation programs.

HD 1.3.2 Provide ongoing training, support, and resources for Youth Physical Activity Leaders so they can competently facilitate youth health and fitness education and activities.

HD 2.1 Work with public, private and non-profit partnerships such as the Public Health Seattle & King County, School Districts, Seattle Children's Hospital, HealthPoint, and Sea Mar Community Health Center to advocate the goals and outcomes Healthy Des Moines Initiative.

HD 2.1.1 Collaborate with schools and community partners to identify and support implementation of best practices to achieve a reduction in childhood obesity.

HD 2.1.2 Continue to work with the Federal Way and Highline School Districts to align programs and share spaces and resources to support youth health and learning.

HD 3.1 Build upon studies conducted by the University of Washington. Continue to collaborate with educational institutions to investigate ways to mitigate the impacts of Sea-Tac Airport on the health of City of Des Moines residents.

HD 3.1.1 Advocate on behalf of the community to require Sea-Tac Airport to implement stricter noise reduction policies.

HD 3.1.2 Support the efforts of the Port of Seattle to find cleaner alternatives to traditional fuels.

HD 4.1 Advocate for a statewide study to investigate the decline and existing gaps of youth physical activity (Recommendation 6 from the Physical Activity Task Force Report).

HD 4.1.1 Utilize the Athletic Fields and Facilities Inventory tool to inform how park facilities and recreation programming can better meet the needs of people within the City of Des Moines.

IMAGINE DES MOINES 2044

HD 5.1 Identify and facilitate opportunities to support wellness initiatives for the diverse Des Moines community to address and alleviate health disparities for underrepresented groups.

HD 5.1.1 Pursue RCO grant funding opportunities to invest in health and wellness initiatives that address health disparities in underrepresented groups.

HD 5.1.2 Research and monitor grant funding opportunities from DNR for disadvantaged and/or highly impacted communities.

TECHNICAL APPENDIX A: Housing

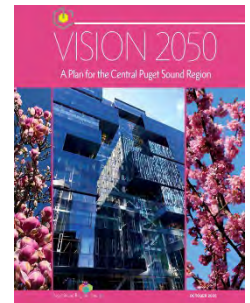
BACKGROUND

In 2021, the Washington Legislature revised its housing planning requirements through House Bill 1220 (HB 1220). This legislation amended the Growth Management Act (GMA) to mandate that local governments actively “plan for and accommodate” housing that is affordable for all income levels, marking a significant change over the previous directive to merely “encourage” affordable housing. Additionally, the new law compels local jurisdictions to assess the racially disparate impacts of their housing policies and regulations, as well as the risks of exclusion and displacement. The City is now required to adopt measures aimed at addressing and reversing these harmful effects.

REGIONAL AND COUNTY REQUIREMENTS

The Puget Sound Regional Council (PSRC) and King County have set out specific requirements for the City of Des Moines to address in this element. This includes several documents:

- ◆ The **PSRC VISION 2050** document is a regional plan which sets out a Regional Growth Strategy, focusing growth in “centers” and near transit, and addresses how jurisdictions should work together to increase housing choices and affordability on a regional level. VISION 2050 stresses that strategies and actions to promote distributional equity, cross-generational equity, process equity and reparative policies are needed to equitably meet housing needs.
- ◆ The **2021 King County Countywide Planning Policies** (as amended in 2023 via King County Ord. 19660) are policies set forth to “support a range of affordable, accessible, and healthy housing choices for current and future residents.” In addition, the policies were developed to “respond to the legacy of discriminatory housing and land use policies and practices (e.g. redlining, racially restrictive covenants, exclusionary zoning, etc.) that have led to significant racial and economic disparities in access to housing and neighborhoods of choice. These disparities affect equitable access to well-funded schools, healthy environments, open space, and employment.” There are 25 housing policies, many of which are very detailed, organized around five primary themes:
 - 1- Plan for and Accommodate Housing Needs*
 - 2 - Conduct a Housing Inventory and Analysis*
 - 3 - Collaborate Regionally*



- 4 - Implement Policies and Strategies to Meeting Housing Needs Equitably*
- 5 - Expand Housing and Neighborhood Choices for all Residents*

EQUITY AND RACIALLY DISPARATE IMPACTS

CPP H-5 requires the City of Des Moines to:

- Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources;
- Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity;
- Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability; and
- Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices.

The Washington State Department of Commerce (Commerce) provided guidance for local governments on “how to integrate the new requirements related to racially disparate impacts, displacement, exclusion, and displacement risk (hitherto “racially disparate impacts”) in their housing element updates” in their document: *Guidance to Address Racially Disparate Impacts* (April 2023).

According to Commerce, racially disparate impacts arise when policies, practices, or systems disproportionately affect specific racial groups. To effectively assess potential disparities within their communities, jurisdictions should incorporate a range of measures into their data analysis.

It is important to note the local history overall in Des Moines. The Coast Salish peoples were the first inhabitants in Des Moines, since time immemorial. European settlement began in 1867 when John Moore acquired a claim for 154 acres near Puget sounds and build a little cabin, followed by other homesteaders who settled into the surrounding land. Not much development occurred until after the year that Washington obtained statehood (1989) and in that year the townsite of Des Moines was platted and the “Des Moines City Improvement Co.” was formed. Later, suburbanization occurred in Des Moines following WWII and Des Moines was incorporated on June 17, 1959.

The *Racial Restrictive Covenants Project for Washington State*¹² is a project of University of Washington and Eastern Washington University researchers who are identifying and mapping racial restrictions in property records, which were used in American communities to prevent people who were not white from buying or occupying property. The project has identified such documents covering about 80,000 properties and the work is ongoing. As of February 2025, a limited number of records for properties in the City of Des Moines have been posted to the project website at <https://depts.washington.edu/covenants/>.

¹² The project is in support of HB 1335, passed by the state legislature in 2021

- One subdivision was identified as having racially restrictive language (restrictions recorded in a plat, in covenants, or on a deed) on record: : Woodmont Beach (1943).
- The website indicates that a portion of the Woodmont Beach neighborhood was noted in a newspaper ad as being restricted.
- It is also possible that Des Moines was a “sundown town” given that census records indicate that in the year 1970 (just two years after the passage of the Fair Housing Act of 1968) the population was 3,871 persons, yet there was only 1 black household.

The impacts of racial restrictive covenants in King County are described on the website. According to the project team, these covenants played a key role in shaping patterns of segregation and exclusion that persist today. The site reports that while 62% of White families in King County own homes, only 28% of Black families do—a stark decline from 1970, when Black homeownership stood at 50%. This trend underscores the enduring effects of historical discrimination, which continue to influence homeownership rates, family wealth, and broader social inequalities across the region.

The enduring impact of discriminatory housing and land use policies, such as redlining, racially restrictive covenants, and exclusionary zoning, has perpetuated profound racial and economic disparities in housing access and neighborhood opportunities. As highlighted in VISION 2050, historical practices have been instrumental in both shaping and upholding racial inequities. Presently, these disparities continue to impede equitable access to quality education, healthy environments, open spaces, and employment opportunities.

The following data charts provide some basic information that is useful for review, together with observations. However, the data presented in the tables and charts below are insufficient on their own to draw a conclusion on racially disparate impacts, displacement risks, or exclusion that may be present within Des Moines.

The data and charts below are all sourced from Commerce’s “RDI Tool” with data for Des Moines which uses Census data (American Community Survey) and HUD’s Comprehensive Housing Affordability Strategy (CHAS), with the exception of Figures A-2 and A-8.

Figure A-1. Des Moines population by race and Hispanic ethnicity, 2020

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023

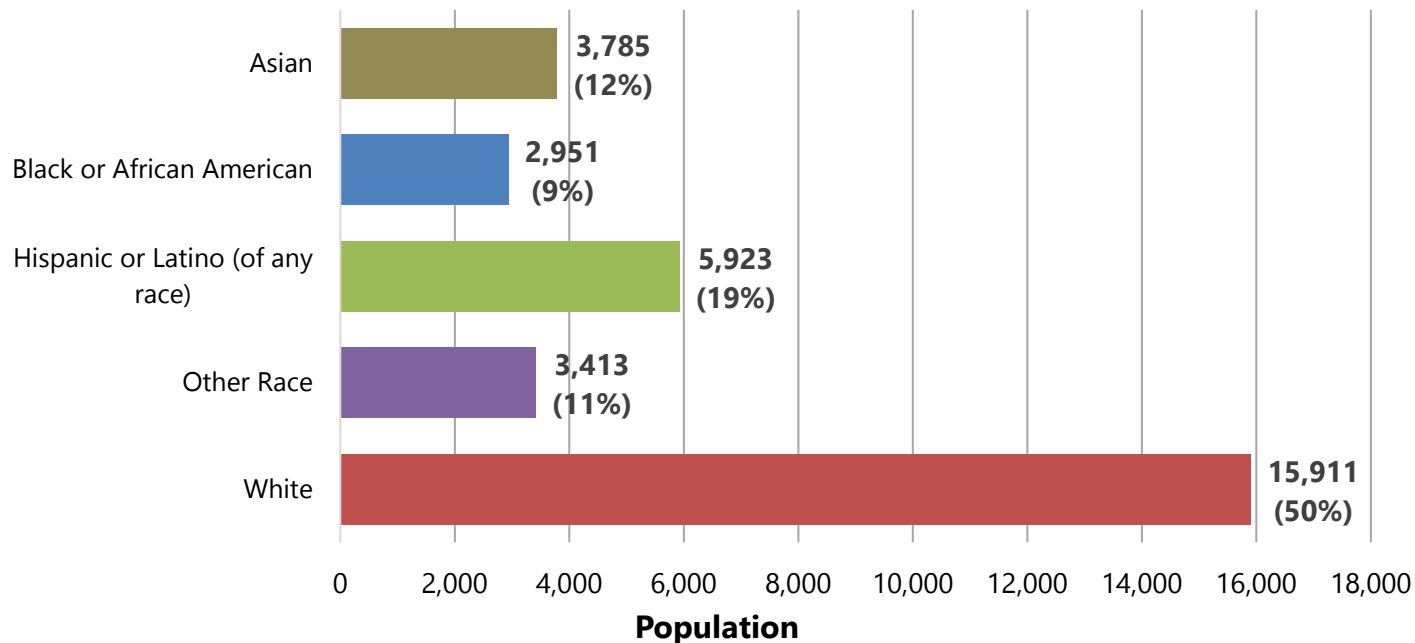


Figure A-2. Des Moines Percentage of Persons of Color and Ranking of Persons living in Poverty, by Census Blocks

Source: Washington State Dept. of Health Washington Tracking Network

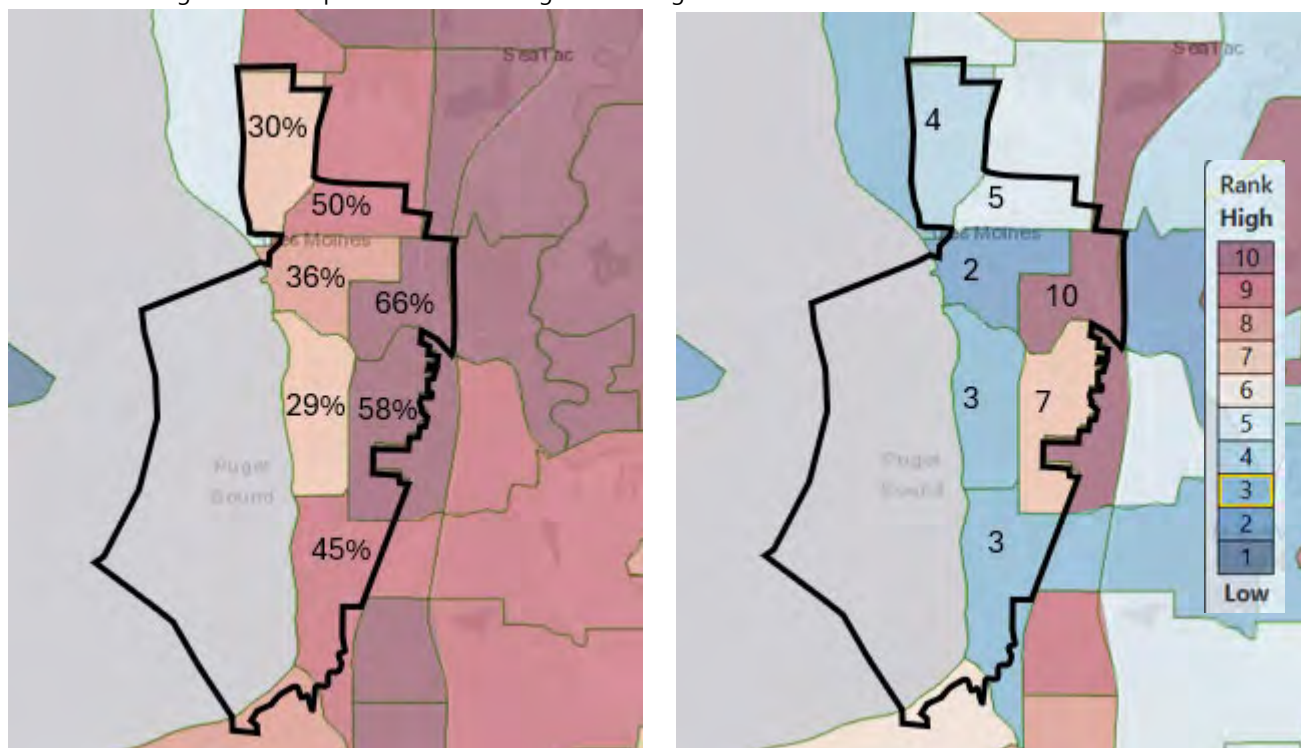


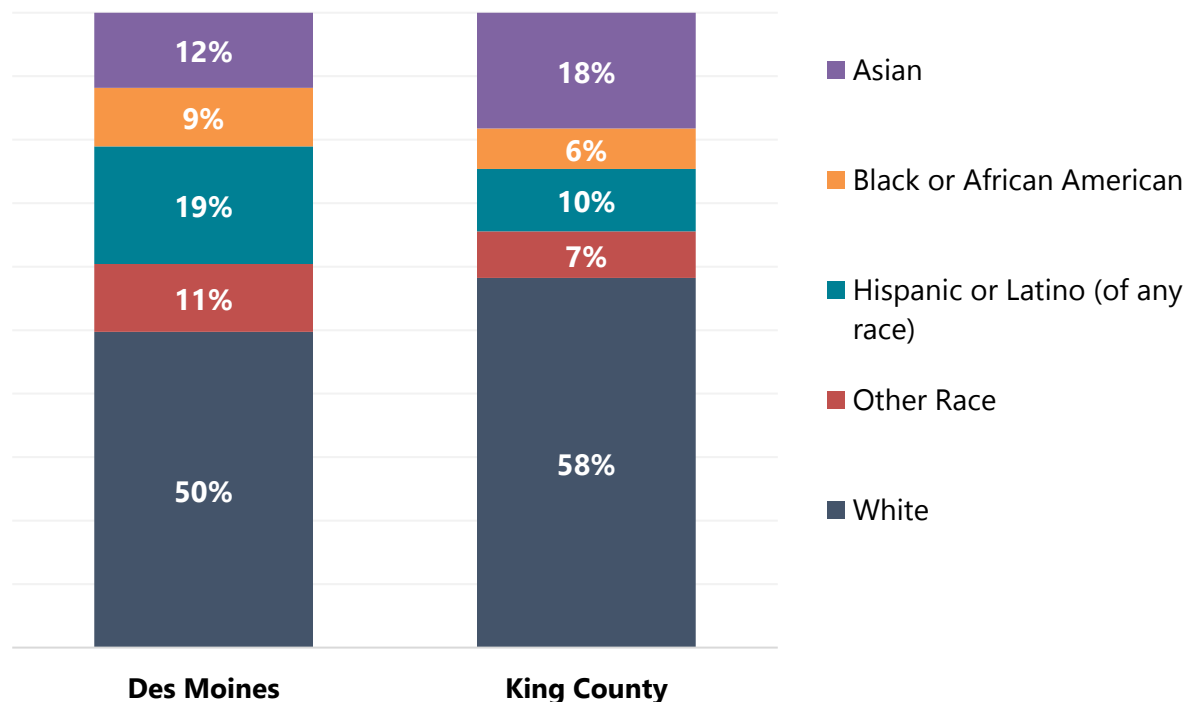
Figure A-3. Racial composition percentage of Des Moines and King County, 2015 and 2020

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023

<i>Race or Ethnic Category</i>	Des Moines		King County	
	2015	2020	2015	2020
<i>Asian</i>	13%	12%	16%	18%
<i>Black or African American</i>	8%	9%	6%	6%
<i>Hispanic or Latino (of any race)</i>	17%	19%	9%	10%
<i>Other Race</i>	7%	11%	6%	7%
<i>White</i>	55%	50%	63%	58%

Figure A- 4. Racial composition of Des Moines and King County, 2020

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023



Key Observations from Figure A-1 through A-4:

1. Des Moines is slightly more racially diverse in comparison to King County (entire population within the County boundaries).
2. Racial demographics in Des Moines are unevenly distributed across the city. Census block data reveals that the eastern portion of the city, particularly near the highways, has the highest concentration of residents identifying as non-white or Persons of Color. Notably, there is a strong correlation between these areas and

higher poverty rankings, with many of these neighborhoods scoring at the upper end of the poverty scale (as ranked 1 to 10 by the Department of Health). This pattern suggests a significant link between racial composition and economic hardship within the city.

3. Des Moines has a smaller percentage of Asian and White residents as compared to King County and a higher percentage of Black or African American, Hispanic or Latino, and Other Races as compared to King County.
4. As Des Moines' population has increased from 2015 to 2020, the racial makeup of the population has shifted and appears to be more racially diverse.

Cost Burden

According to Commerce, a household experiencing housing cost burden is paying more for housing than it can afford based on income. This means one or multiple of a houses' critical needs (i.e., food, physical health, mental health, education, and/or general well-being) are not being met. A household is considered cost-burdened if its monthly housing costs are greater than 30% of its monthly income. The threshold for households to be considered as experiencing cost-burden are classified as below:

- *Not cost-burdened* includes households paying less than 30% of their household income on housing costs.
- *Cost-burdened* includes households paying between 30% and 50% of their household income on housing costs.
- *Severely cost-burdened* includes households paying more than 50% of their income on housing costs.

Figure A-5. Des Moines number of households by housing cost burden, 2019

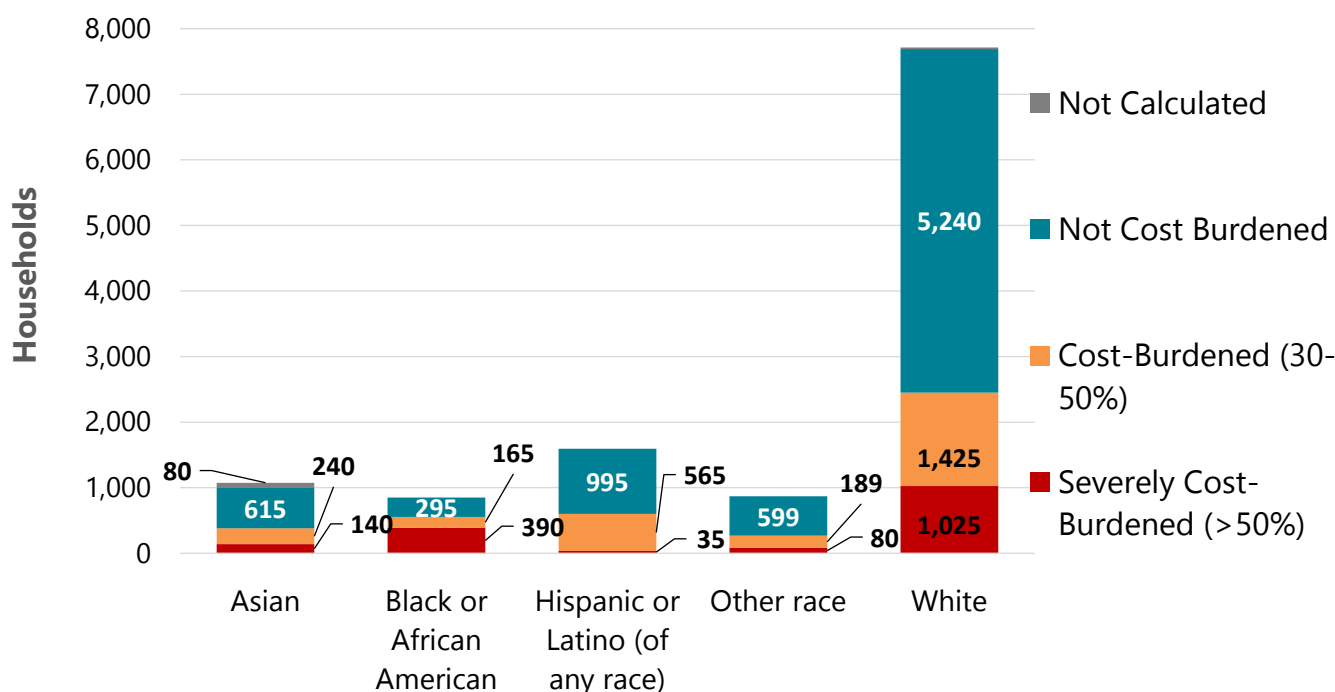
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Dept. of Commerce, 2023

	White	Black or African American	Asian	American Indian or Alaska Native	Pacific Islander	Other Race	Hispanic or Latino (of any race)	Total
Owner Households								
Not Cost Burdened	4,020	160	535	0	4	185	555	5,459
Total Cost-Burdened	1,355	125	190	4	10	70	105	1,859
<i>Cost-Burdened (30-50%)</i>	<i>815</i>	<i>75</i>	<i>115</i>	<i>4</i>	<i>10</i>	<i>55</i>	<i>105</i>	<i>1,179</i>
<i>Severely Cost-Burdened (>50%)</i>	<i>540</i>	<i>50</i>	<i>75</i>	<i>0</i>	<i>0</i>	<i>15</i>	<i>0</i>	<i>680</i>
Not Calculated	0	0	0	0	0	0	0	65
Total*	5,375	285	790	4	15	255	660	7,384
Renter Households								
Not Cost Burdened	1,220	135	80	55	150	205	440	2,285
Total Cost-Burdened	1,095	430	190	0	35	150	495	2,395
<i>Cost-Burdened (30-50%)</i>	<i>610</i>	<i>90</i>	<i>125</i>	<i>0</i>	<i>35</i>	<i>85</i>	<i>460</i>	<i>1,405</i>
<i>Severely Cost-Burdened (>50%)</i>	<i>485</i>	<i>340</i>	<i>65</i>	<i>0</i>	<i>0</i>	<i>65</i>	<i>35</i>	<i>990</i>
Not Calculated	25	0	15	0	0	0	0	40
Total*	2,340	560	285	55	185	360	935	4,720
Total Households*	7,715	845	1,075	59	200	615	1,595	12,104

*Numbers may not add precisely due to rounding

Figure A-6. Des Moines number of households by race and housing cost burden, 2019

Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Dept. of Commerce, 2023



Key Observations from Figure A-5 through A-6:

1. In 2019, Des Moines had a total of 12,104 households. There were 7,715 households categorized as *White*, and 845 households categorized as *Black or African American*, 1,075 households categorized as *Asian*, 59 households categorized as *American Indian or Alaska Native*, 200 categorized as *Pacific Islander*, 615 categorized as *Other Race*, and 1,595 categorized as *Hispanic or Latino* in Des Moines.
2. In 2019, there were 1,859 Cost-Burdened Households for owner-occupied units, making up **25 percent** of all owner-occupied unit households. In 2019, there were 2,395 Cost-Burdened Households for renter-occupied units, making up **51 percent** of all renter-occupied unit households.
3. In 2019, for households where residents owned the home, there were 1,355 Cost-Burdened Households that were *White*, 125 Cost-Burdened Households that were *Black or African American*, 190 Cost-Burdened Households that were *Asian*, 4 Cost-Burdened Households that were *American Indian or Alaska Native*, 10 Cost-Burdened Households that were *Pacific Islander*, 70 Cost-Burdened Households that were *Other Races*, and 105 Cost-Burdened Households that were *Hispanic Or Latino*. Accordingly, Cost burdened households where residents owned the home made up **25 percent** of all owner households that were *White*, **44 percent** of all owner households that were *Black or African American*, **24 percent** of all owner households that were *Asian*, **100 percent** of all owner households that were *American Indian or Alaska Native*, approximately **71 percent** of all owner households that were *Pacific Islander*, **28 percent** of all owner households that were *Other Races*, **16 percent** of all owner households that were *Hispanic Or Latino*.
4. In 2019, for households where residents rented the home, there were 1,095 Cost-Burdened Households that were *White*, 430 Cost-Burdened Households that were *Black or African American*, 190 Cost-Burdened

Households that were *Asian*, 0 Cost-Burdened Households that were *American Indian or Alaska Native*, 35 Cost-Burdened Households that were *Pacific Islander*, 150 Cost-Burdened Households that were *Other Races*, and 495 Cost-Burdened Households that were *Hispanic Or Latino*. Accordingly, Cost burdened households where residents rented the home made up **47 percent** of all renter households that were White, **77 percent** of all renter households that were *Black or African American*, **67 percent** of all renter households that were *Asian*, **0 percent** of all renter households that were *American Indian or Alaska Native*, **19 percent** of all renter households that were *Pacific Islander*, **42 percent** of all renter households that were *Other Races*, **53 percent** of all renter households that were *Hispanic Or Latino*.

5. Based on the data presented above, it appears that households that were *Black or African American*, *American Indian or Alaska Native*, or *Pacific Islander* in owner households have a higher percentage of cost burden as compared to owner households that were *White*, *Asian*, *Other Races*, or *Hispanic or Latino*.
6. Based on the data presented above, it appears that households that were *Black or African American* or *Asian* in renter households have a higher percentage of cost burden as compared to renter households that were *White*, *American Indian or Alaska Native*, or *Pacific Islander* *Asian*, *Other Races*, or *Hispanic or Latino*.
7. Based on the data presented above, for renter households, all household categories except for *American Indian or Alaska Native* and *Pacific Islander* were significantly more cost burdened than the same race for owner households.

The data show that owner households that were *Black or African American*, *American Indian or Alaska Native*, and *Pacific Islander* may appear to be disproportionately experiencing housing cost burden when compared to other owner households. The data shows that renter households that were *Black or African American* and *Asian* may appear to be disproportionately experiencing housing cost burden when compared to other owner households. However, it is important to note that there are a number of factors that we have not studied, which could be further explored in order to draw any substantial conclusions. Still, it will be important to continue tracking these trends when future comprehensive plan updates are performed.

Income and Housing Tenure

Data regarding household income and housing tenure can be useful in assessing risk of displacement and looking at potential indicators of exclusions in housing. These terms are defined by Commerce (in this context) as follows:

Displacement: The process by which a household is forced to move from its community because of conditions beyond their control. Specific types of displacement include:

- Physical displacement: Households are directly forced to move for reasons such as eviction, foreclosure, natural disaster or deterioration in housing quality.
- Economic displacement: Households are compelled to move by rising rents or costs of home ownership like property taxes.
- Cultural displacement: Residents are compelled to move because the people and institutions that make up their cultural community have left the area.

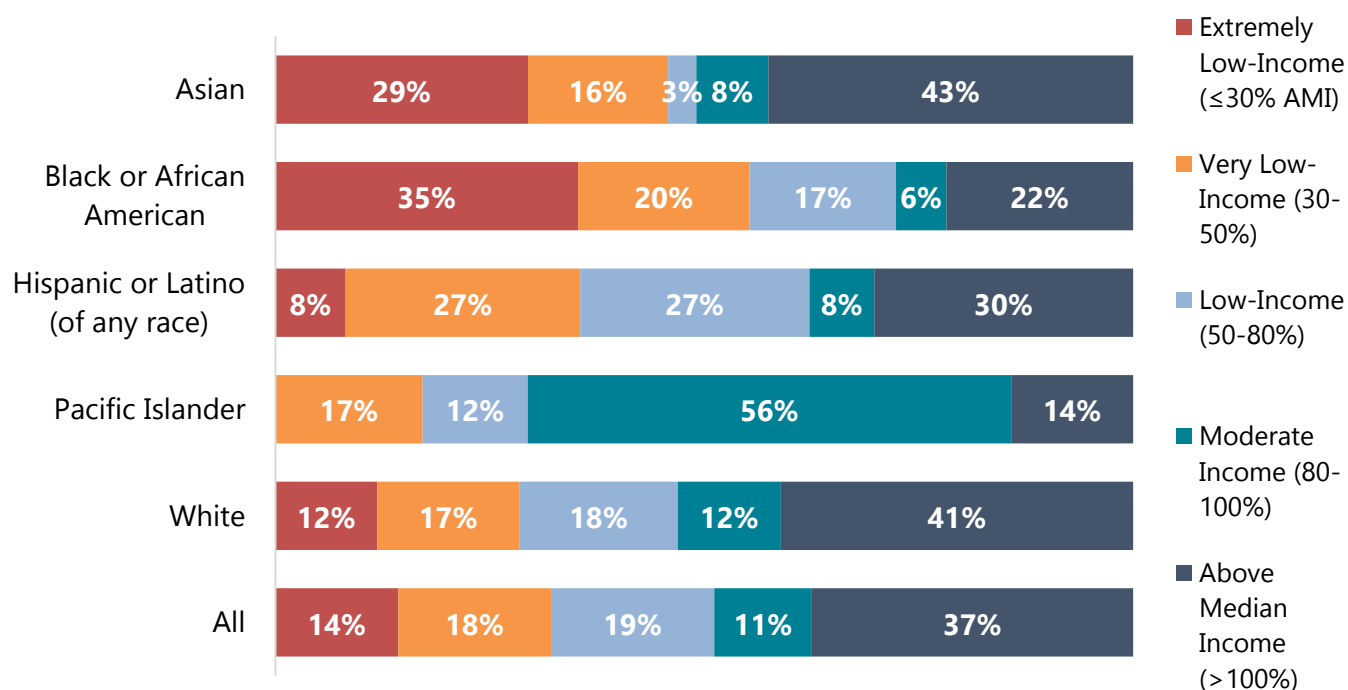
Displacement risk: The likelihood that a household, business, or organization will be displaced from its community.

Exclusion in housing: The act or effect of shutting or keeping certain populations out of housing within a specified area, in a manner that may be intentional or unintentional, but which leads to non-inclusive impacts.

Figure A-7 shows the spectrum of households according to income levels, as organized by race or ethnicity.

Figure A-7. Des Moines distribution of households by income and race or ethnicity, 2019

Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023



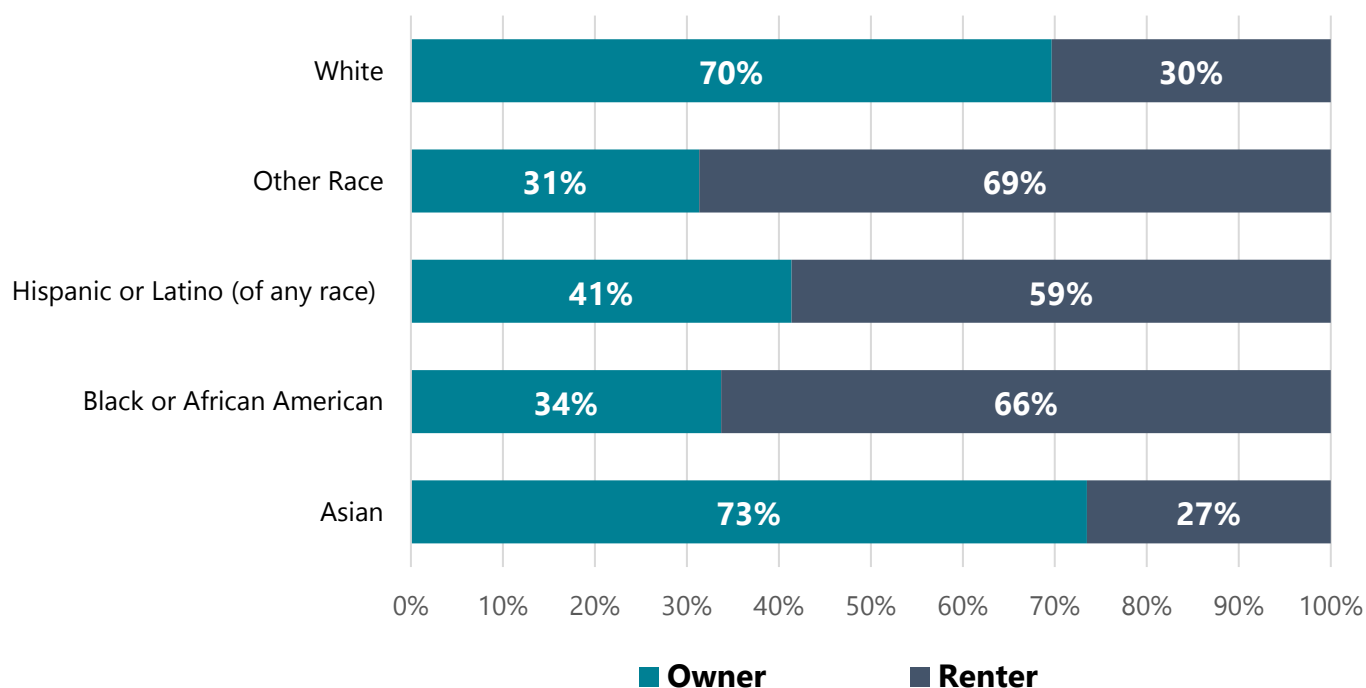
Key Observations from Figure A-7:

1. In Des Moines, households that are *Black or African American* have a similar percentage of households in the "very low income" and "low income" categories compared to *White* households, but are almost three times as likely to be in the "extremely low income" category compared to *White* households.
2. Households that are *Asian* are over two times as likely to be in the "extremely low income" category compared to *White* households. However, households that are *Asian* had a slightly higher percentage of households in the "above median income" category compared to households that are *White*.
3. Although households that are *Pacific Islander* have the lowest percentage of households in the "above median income" category, they have the highest percentage of households earning in the "moderate income" and "above median income" categories when combined, compared to all other race households. Additionally, households that are *Pacific Islander* have the lowest combined percentages of households in the "very low income" and "low income" categories compared to all other race households.

4. *Hispanic or Latino* households have a lower percentage of households in the “extremely low income” category as compared to *White* households, but when combining “extremely low income”, “very low income” and “low income”, approximately 15 percent more *Hispanic or Latino* households fall within these combined categories than *White* households.

Figure A-8. Des Moines percent owner and rental households by race and ethnicity, 2019

Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9)



Key Observations from Figure A-8:

1. In Des Moines, the share of households that are renting is 30 percent among White households, 69 percent among Other Race households, 59 percent among Hispanic/Latino households, 66 percent among Black or African American households, and 27 percent among Asian households.
2. All non-white household groups, except for Asian households, are approximately two times more likely than White households to be renter households rather than owner households.

DISPLACEMENT RISK

The City must evaluate and identify areas that might face heightened vulnerability to displacement due to market forces that occur with changes to zoning regulations and capital investments.

Commerce developed a Draft Displacement Risk Map to support jurisdictions with the new housing element requirements. The purpose of the map is to help jurisdictions meet GMA requirements to “identify areas that may be at higher risk of displacement from market forces.” The Puget Sound Regional Council also furnished a different version of a Displacement Risk map, but may have used differing data sets and/or methodology, based on the varying map results.

The PSRC mapped lands among three categories for risk levels (Higher, Moderate or Lower) and indicated the City of Des Moines within the “Lower”, “Moderate”, and “Higher” categories. Commerce mapped lands among three categories for risk levels (High Risk, Moderate Risk, or Low Risk) and indicated a large portion of the City of Des Moines mapped as a “Low Risk” community for Displacement Risk, however small northern portions of the City are mapped as “Moderate Risk” and “High Risk” (shown below). The two maps used similar rating systems but they vary on location of risk ratings for multiple areas within Des Moines city limits. For example, the PSRC Displacement Risk Map depicts a large portion of the southern half of Des Moines within the “Moderate” risk category, compared to the Commerce Draft Displacement Risk Map which depicts this area as primarily “Low Risk”. Northern portions of Des Moines that are mapped on the Commerce Draft Displacement Risk Map as “Moderate Risk” and “High Risk” are mapped as “Low Risk” on the PSRC Displacement Risk Map.

Utilizing the Commerce Draft Displacement Risk Map shown below, the risk ratings shown for Des Moines are similar to many other communities surrounding Des Moines and is also aligned with PSRC’s findings that areas with high-value investments (such as mass transit) are at higher risk of displacement. Des Moines has taken opportunities to review and amend its goals, policies, and regulations to address and, where applicable, reverse the risk of exclusion or displacement. Combined with the state laws that Washington has enacted providing eviction protections to tenants, risk of displacement in Des Moines is even further reduced. Des Moines expects to continue monitoring displacement risk over time as market conditions and other factors change.

What is Displacement?

Displacement describes a situation where households are forced to move from their current residence due to circumstances outside of their control, such as a rent increase or other rising housing costs that don’t match up with income changes. Displacement can be economic, physical, or cultural, often leading to the loss of community ties, identity, and access to resources.

The challenges of displacement due to economic forces, such as gentrification, disproportionately affect renters, low-income residents, and BIPOC (Black, Indigenous, and People of Color) communities.

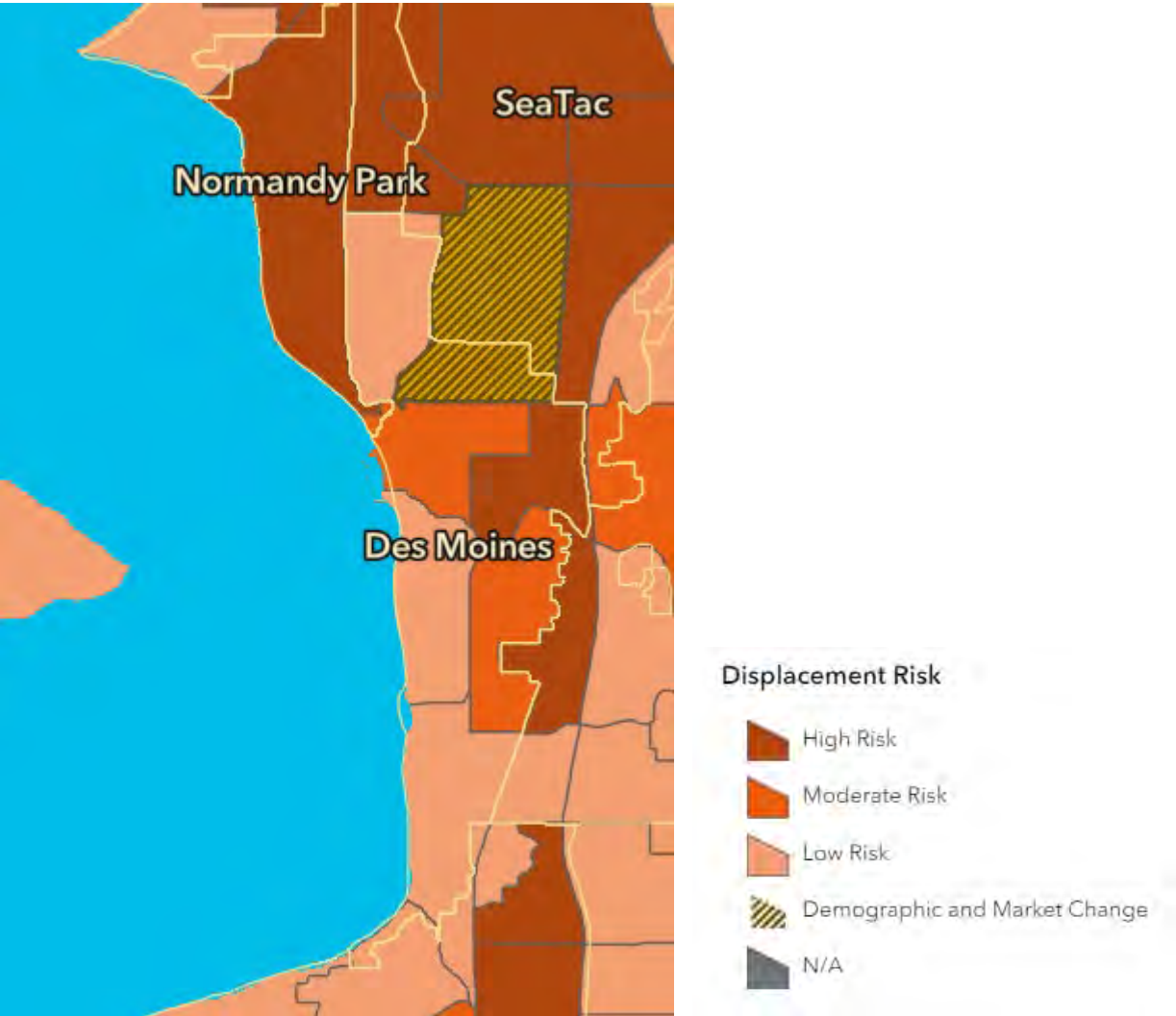
These shifts worsen inequality, as displaced residents are pushed into lower-quality living situations while wealthier newcomers reshape previously stable neighborhoods.

During the preparation of the Housing Action Plan (HAP) many existing Des Moines residents identified this as a key issue and local concern.

In summary, resources provided by PSRC and the Washington State Department of Commerce indicate that the majority of Des Moines faces low to moderate risk. Nevertheless, ongoing vigilance is imperative, as market dynamics and other variables are subject to change, warranting ongoing monitoring of this concern over time. Displacement risk is “high” due to gentrification occurring in census tract 289.02 and the census tract is also identified as having “social vulnerability.”

Figure A-8. Des Moines Displacement Risk, by Census Blocks

Source: Washington State Department of Commerce Displacement Risk Map



PERMANENT AND EMERGENCY HOUSING CAPACITY

Using guidance from Commerce¹³ and data from the 2021 King County Urban Growth Capacity Report, the city staff assessed the ability for Des Moines to meet the housing targets. The housing targets are shown in Table

¹³ Washington State Department of Commerce. Guidance for Updating your Housing Element” HB 1220 guidance, Growth Management Services. Land Capacity. August 2023. Available: <https://deptofcommerce.app.box.com/s/1d9d5l7g509r389f0mjpowh8isjpirlh>

7-2 and are listed according to income bracket groups. Des Moines must demonstrate that adequate quantities of land in certain zoning district categories are available for development, while accounting for land deductions due to infrastructure, the presence of environmentally critical areas, and other factors. In other words, there must be a sufficient “capacity” of land available.

For the purposes of the analysis, the zoning districts were categorized as Low Density (Zones RS-15000, RS-9600, RS-8400 and RS-7200), Moderate Density (RS-4000 and RA-3600), Low Rise Multi Family (RM-1800) and finally High Density (RM-1800, RM-900A, RM-900B, RM-900, PR-C, PR-R and D-C). Further, it was assumed that 400 new ADUs could be developed in the city over the time period of 20 years; it was also assumed these units would typically serve households earning 80% or above the AMI, consistent with King County recommendations.

Table A-1 shows the results, affirming that there is sufficient capacity in the city for housing to be constructed according to the need targets.

Table A-1: Current Housing Units and Estimated Housing Needed by Area Median Income Bracket Groups

	Projected Housing Need	Aggregated Housing Needs	Zone Categories Serving These Needs	Zoned Capacity	Capacity Surplus (or deficit)
0 to ≤30% AMI; Not PSH	790	1,663	Low-Rise Multifamily and High-Rise Multifamily	2,645	+982
0 to ≤30% AMI; PSH	415				
>30 to ≤50% AMI	231				
>50 to ≤80% AMI	227				
>80 to ≤100% AMI	281	599	Moderate Density, Low-Rise Multifamily and ADUs	838	+239
>100 to ≤120% AMI	318				
>120% AMI	1,538	1,538	Low Density	2,671	+1,133
TOTAL	3,800			6,154	+2,354

Furthermore, in June 2025 the city adopted regulations for Middle Housing in accordance with E2SHB 1110 (Laws of 2023) which will further increase opportunities for additional capacity, particularly near high-transit areas (Ordinance No. 25-057).

Des Moines has been allocated a responsibility to assure capacity for 726 beds in emergency housing. Emergency Housing/Emergency Shelters are allowed with a Conditional Use Permit in all the Residential Zoning Districts and within the N-C, I-C, C-C, D-C, H-C, PR-C, T-C and W-C zoning districts and are subject to the Performance Standards of DMMC 18.182.050 (City of Des Moines Ordinance 1750).

Figure A-9 graphically depicts the areas that are currently identified as locations where Supporting Housing (light green) or Support Housing and Emergency Housing (dark green) may be established. In all approximately 2,000 acres¹⁴ is zoned for Shelter, Transitional housing, Emergency housing, and Permanent Supportive Housing (known as “STEP” housing).

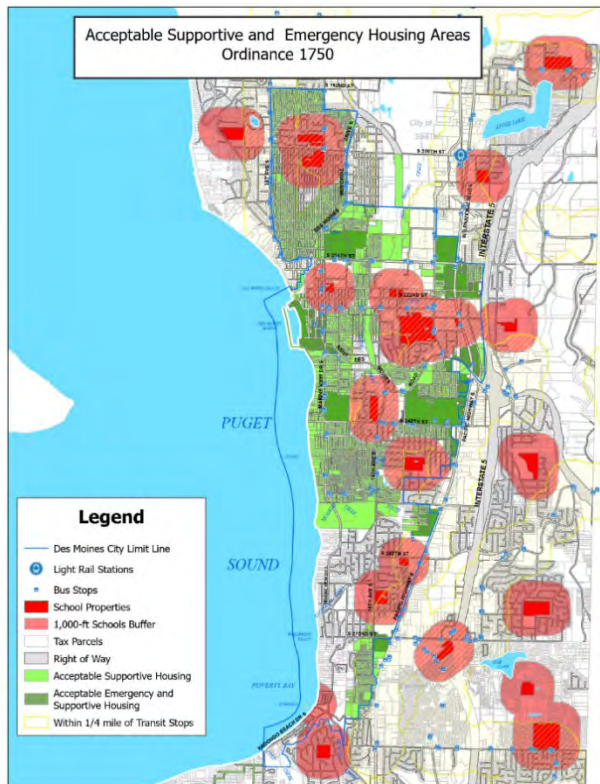


Figure A-9. Des Moines Acceptable Supportive and Emergency Housing Areas

Sources:

¹⁴ Acreage for Emergency Housing: approx. 604 acres; Acreage for Supportive Housing: approx. 2,070 acres which includes those areas that are overlapped by Emergency Housing (about 1,467 acres qualify for Supportive Housing alone).

Affordable Housing Committee (King County Growth Management Planning Council). Letter. November 7, 2024. [Available: <https://cdn.kingcounty.gov/-/media/king-county/depts/dchs/housing/affordable-housing-committee/ahccompplanreview/ahc-plan-review-letterdesmoinesfinal2024117.pdf>]

Commerce's "RDI Tool" data for Des Moines which uses Census data (American Community Survey) and HUD's Comprehensive Housing Affordability Strategy (CHAS). Downloaded from https://www.ezview.wa.gov/Portals/_1976/Documents/rdi-toolkit/Des%20Moines%20Commerce%20RDI%20Tool%20EXPORT%202023%200316.xlsx

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TECHNICAL APPENDIX: Healthy Des Moines

HEALTH IMPACTS OF SEA-TAC INTERNATIONAL AIRPORT

Seattle-Tacoma International Airport is the major aviation hub connecting the Puget Sound region to cities across the globe. Fueled largely by rapid population growth in the Puget Sound region, passenger traffic at Sea-Tac has been increasing in recent decades. This has strained the airport's ability to handle its current capacity of flights and passengers and rate of growth.¹³ To ensure that the airport has capacity to meet the region's transportation and economic needs into the future, the Puget Sound Regional Council (PSRC) has published multiple long-range planning documents to forecast how growth at the airport is expected to impact the region and guide that growth through policy. According to Regional Transportation Plan, VISION 2050, and a Regional Aviation Baseline study conducted by the PSRC in 2018, it is imperative for the Port of Seattle to find ways to address capacity needs and accommodate growing demand for air travel at Sea-Tac in the future.¹⁴

A major consequence of the growth at Sea-Tac airport are the negative health impacts on Des Moines' residents. Residents in Des Moines and surrounding communities face disproportionate impacts from operations at the airport, including air and noise pollution.¹⁵ Like cars, trucks, and boats, airplanes also contribute to air pollution and can worsen air quality. What is unique is that the pollution emitted from aircraft is often even smaller than pollutants emitted from roadways. Researchers at the University of Washington found a "distinct type of ultrafine particle pollution" often between "0.01 and 0.02 microns in diameter," at higher levels immediately surrounding Sea-Tac Airport.¹⁶ As seen in the diagram below, the City of Des Moines is located underneath the flight path of Sea-Tac airport when planes take off or land from the south.

The health impacts of pollutants from various transportation sources have been well documented in¹⁷ academic literature. Whereas the body has a greater ability to filter out larger particles, smaller pollution particles can filter into the body with greater ease, and cause health issues for vulnerable populations include pregnant women and youth.¹⁸ Also concerning is that ultrafine particles, such as those emitted by aircraft, are

¹³ Pina, Matt and Matthias, Michael. "Vision 2050 Scoping" Memo. *City of Des Moines, WA*. 19 March 2018.

¹⁴ Pina, Matt "Regional Transportation Plan Comments on the Regional Transportation Plan" Memo. *City of Des Moines, WA*. 30 January 2018.

¹⁵ Pina, Matt and Matthias, Michael. "Regional Aviation Baseline Study" Memo. *City of Des Moines, WA*. 7 October 2020.

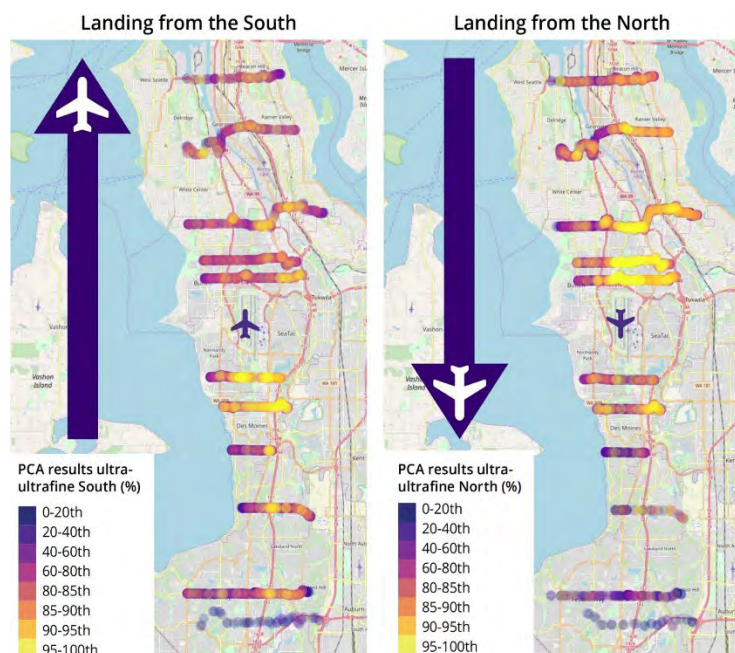
¹⁶ Fisher, Brooke. "Clearing the Air." *Ce.washington.edu*. UW Civil and Environmental Engineering. 15 June 2021.
<https://www.ce.washington.edu/news/article/2021-06-15/clearing-air>.

¹⁷ U.S. Department of Transportation. "Transportation Noise Map." *Maps.dot.gov*. US DOT. 2020.
<https://maps.dot.gov/BTS/NationalTransportationNoiseMap/>

¹⁸ Fisher, Brooke. "Clearing the Air." *Ce.washington.edu*. UW Civil and Environmental Engineering. 15 June 2021.
<https://www.ce.washington.edu/news/article/2021-06-15/clearing-air>.

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not monitored or regulated by the EPA.¹⁹ Thus, the impacts of air pollution as outlined in the study will likely worsen as passenger traffic increases at the airport.



Another impact stemming from Des Moines' proximity to Sea-Tac is noise pollution. As Sea-Tac's capacity has increased so have the frequency of flights departing and landing from the airport. According to the [U.S. Department of Transportation's Noise Mapping Tool](#), much of the city of Des Moines experiences noise pollution in excess of 55 to 65 decibels as a result of its proximity to Sea-Tac airport. Because Des Moines is located underneath the flight path leading to and from Sea-Tac airport, planes are usually flying relatively lower over the community, amplifying the impacts of noise. Excessive noise can have physical and mental health effects, impact sleep, contribute to stress and even lead to cognitive impairment in children.²⁰

DES MOINES HEALTHY COMMUNITY GAPS

Poor nutrition and lack of physical activity are primary risk factors for obesity and chronic diseases like diabetes, heart disease, and certain cancers. While people's health is influenced by personal decisions, it is also shaped by how our community is designed and built, such as land use, the transportation systems, and the location of parks, recreation facilities, public buildings, and other services.

In 2022, the Washington State Department of Health published the Environmental Health Disparities Map to enable communities to map the various environmental and health burdens impacting census tracts across the

¹⁹ Fisher, Brooke. "Clearing the Air." *Ce.washington.edu*. UW Civil and Environmental Engineering. 15 June 2021.

<https://www.ce.washington.edu/news/article/2021-06-15/clearing-air>

²⁰ European Environment Agency. "Health impacts of exposure to noise from transport." *Eee.europa.edu*. EEA. N.d.

<https://www.eea.europa.eu/en/analysis/indicators/health-impacts-of-exposure>

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state.²¹ It provides an overall environmental health disparity score by census tract, along with individual metrics that serve as indicators of overall environmental health. Based on the data collected for each indicator, census tracts are sorted and then ranked into ten percentile groups. This enables a census tract to view how it compares for a certain environmental health indicator and for environmental health overall against census tracts from across the state.²²

There are a total of eight census tracts that are entirely or partially within the City of Des Moines' municipal boundaries. All eight census tracts in Des Moines are within the top third of census tracts statewide concerning overall environmental healthy disparity, three tracts are within the top fifth of tracts statewide for overall environmental health disparity, and two tracts within Des Moines fall within the highest overall environmental health disparity in Washington. This has severe implications for the quality of life and overall well-being of residents within Des Moines.

National research has shown that in communities where nutrient-dense food options like fresh fruits and vegetables are easily accessible, residents have better diets and lower rates of obesity and diet-related chronic disease. Similarly, people tend to be more active when they can easily access walking and biking.

Assessment data show that Des Moines has an "unbalanced food environment" – that is, there are far more opportunities to buy processed or unhealthy foods and fast food than "healthy food." From a public health perspective, this means that Des Moines residents have a higher exposure to unhealthy foods than to nutritious foods.²³ In addition, there are low income areas that are not within reasonable walking distance (i.e., > one-half mile) of a grocery store or market that provides fresh food. This is supported by data from the Washington State Department of Health (DOH) Environmental Health Disparities Map concerning access to healthy food in Des Moines. Six census tracts are ranked within the top half of tracts statewide that have limited access to healthy food; five tracts are within the top third, according to data drawn from the CDC's Modified Retail Environmental Index. This illustrates two key points. Firstly, that residents within the same city can have vastly different levels of access to healthy foods. This can exacerbate existing health disparities within Des Moines. This also demonstrates that most of Des Moines' residents have limited access to healthy food. This can also create difficulties for planners and city officials in implementing a citywide strategy to address the issue; not all areas are created equal, and some areas may need a larger scale intervention than others.

Poor access to nutritious foods can have detrimental effects on overall weight gain and the overall mortality rate in an area. The Washington Recreation and Conservation Office (RCO)²⁴ maintains a data tool on population demographics and health indicators to help cities and communities prepare grant applications to the agency. Two important metrics shown on this tool are the Body Mass Index (BMI) of youth ages 16-19 and mortality rate by census tract. These health indicators can capture a snapshot of overall community health. It is

²¹ Washington State Department of Health. "Washington Environmental Health Disparities Map." *WA St. Department. of Health*. 2019.

<https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn/washington-environmental-health-disparities-map>

²² Washington State Department of Health. "Washington Environmental Health Disparities Map One Pager." *WA St. Department of Health*. 2022. https://doh.wa.gov/sites/default/files/2022-09/334-426%20EHD%20Map%20one-pager_2022-v2.pdf.

²³ Martin, Kara E., et al., *The Food Landscape in Des Moines, Washington*. September 2011.

²⁴ Washington Recreation and Conservation Office. "Statewide Comprehensive Outdoor Recreation Plan (SCORP) Grant Application Tool." *Washington RCO*. 2022. <https://wa-rco.maps.arcgis.com/apps/instant/minimalist/index.html?appid=bce5b3d8c691477a94801c271b97a6fa>

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also useful to compare these metrics against the statewide averages to investigate whether a community's health is better or worse off than others in Washington. The average BMI for people ages 16-19 is 22.94 and the average statewide mortality rate is 675.48 per 100,000 people.

Five out of the eight census tracts in Des Moines WA have a BMI for ages 16-19 above the statewide average of 22.94, while three census tracts are below the statewide average for BMI of residents ages 16-19. All eight census tracts in Des Moines also have a mortality rate above the statewide average, which is 675.48 people per 100,000 people.

Table 2: City of Des Moines Census Tract BMI and Mortality Rate

Census Tract	BMI Ages 16-19	Mortality Rate (per 100,000)
287	23.02	714.19
288.01	23.00	1196.61
289.01	23.00	687.46
289.02	24.23	909.22
290.01	22.84	679.68
290.03	23.69	1031.18
300.03	22.76	850.29
301	22.58	756.82

Source: Washington Recreation and Conservation Office. "Statewide Comprehensive Outdoor Recreation Plan (SCORP) Grant Application Tool." *Washington RCO*. 2022. <https://wa-rco.maps.arcgis.com/apps/instant/minimalist/index.html?appid=bce5b3d8c691477a94801c271b97a6fa>

According to the CDC, the leading causes of death and disability for Americans in 2022 were heart disease and cancer.²⁵ Many cancers and cardiovascular diseases can stem from lifestyle choices, such as poor nutrition and lack of physical activity. The DOH's Environmental Health Disparities Map shows that the City of Des Moines fares poorly regarding these health outcomes in comparison to Washington State. Seven out of eight census tracts in Des Moines are within the top third of all tracts regarding total cancer deaths; two tracts are within the group of communities with the highest total cancer death toll statewide. Similarly, all eight census tracts in Des Moines are within the top half of all tracts within the state for deaths from cardiovascular disease per 100,000. Relatedly, environmental risk factors can lead to premature death. Premature mortality is measured as the "number of years of potential life lost relative to age 65 and calculates a rate per 100,000" (EHD Map). Only two census tracts did not rank in the top half of the state for premature deaths. In addition, census tracts 289.01, 288.01, and 289.02 ranked 8th, 9th, and 10th respectively, indicating that some areas are experiencing drastically higher rates of premature death than other areas within the city.

This data show how health related outcomes are not just the result of personal choice but can also be impacted by how cities are built, what industries are located within cities, and what modes of transportation are readily available. In many cities, the quickest way to get to one's destination is by driving. However, driving cars can have a host of negative health effects. In a study published by the National Library of Medicine, authors found that longer drive times are associated with higher odds for "insufficient physical activity, short sleep,

²⁵ Centers for Disease Control and Prevention. "Chronic Diseases in America." *Centers for Disease Control and Prevention*. US Dept of Health and Human Services. 13 December 2022. <https://www.cdc.gov/chronicdisease/resources/infographic/chronic-diseases.htm>

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obesity, and worse physical and mental health.”²⁶ Compared to the entire state, the rates of driving alone for census tracts within the City of Des Moines rank in the middle. However, in the lowest ranked census tract, over half of commuters drive alone to work; in most census tracts in Des Moines, between two thirds and three quarters of commuters drive alone. This highlights the importance of supporting investment in active modes of transportation. Active transportation, which can include cycling and walking, can have several key health benefits. By building in exercise to one’s daily commute, active transportation can reduce obesity and lower risks for chronic diseases such as cardiovascular disease and diabetes.²⁷

(<https://www.transportation.gov/mission/health/active-transportation>). Safe Routes to School (SRTS) is an example of a nationwide effort to encourage students to use active mode of transportation to get to school through education, incentives, and improvements to the built environment.²⁸

A current conditions assessment for Safe Routes to School near Des Moines’ elementary schools (Midway, Des Moines, North Hill, Woodmont, and Parkside) was performed in 2011 showing that some improvements along the roadside, such as sidewalks or even widened shoulders are needed to make it easier and more comfortable for children and their families to safely walk and bike to school.²⁹

²⁶ Ding et. al. *Driving: A Road to Unhealthy Lifestyles and Poor Health Outcomes*. National Library of Medicine, 9 June 2014.

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4049576/>

²⁷ US Department of Transportation. “Active Transportation/” *transportation.gov*. 24 August 2015. <https://www.transportation.gov/mission/health/active-transportation>

²⁸ US Department of Transportation. “Safe Routes to School Programs/” *transportation.gov*. 24 August 2015.

<https://www.transportation.gov/mission/health/Safe-Routes-to-School-Programs>

²⁹ SvR Design Company and Alta Planning and Design, *Safe Routes to School Project Lists/Communities Putting Prevention to Work* August 2011.

IMAGINE DES MOINES 2044 :: GLOSSARY

ACCESS TO OPPORTUNITY

Living within walking distance or with transit access to services, employment opportunities, education, amenities, and other key determinants of social, economic, and physical well-being.

AFFORDABLE HOUSING

Commonly defined in terms of housing costs as a percentage of household income. Housing is considered unaffordable when a household's monthly housing costs exceed a certain threshold – most commonly 30% of gross income – thereby reducing the budget available for basic necessities and other household expenses.

AREA MEDIAN INCOME (AMI)

The area median income (AMI) is the midpoint of a community's income distribution, which means that 50% of the households in that community have a total, pre-tax income higher than the AMI and 50% of the households in the community have a total, pre-tax income lower than the AMI.

ACTIVE LIVING

Promotion of physical activity, including walking and bicycling, to address health and personal well-being, focusing on how the built environment — including neighborhoods, transportation systems, buildings, parks and open space — can contribute to more daily movement and activity.

BUILDABLE LANDS ANALYSIS

An assessment of the amount of land needed for commercial, industrial, and housing development, as required by the Growth Management Act (RCW 36.70A.215). Buildable lands programs are to determine whether a county and its cities are achieving urban densities within the urban growth area by comparing adopted plans with actual growth.

BUILT ENVIRONMENT

Refers to the human-created surroundings that provide the setting for human activity, ranging from large-scale civic districts, commercial and industrial buildings, to neighborhoods and individual homes.

COMPREHENSIVE PLAN

A local plan required by the state Growth Management Act to address land use, housing, transportation, utilities, and capital facilities, and other elements, to guide growth and development for a 20-year period (RCW 36.70A).

CONCURRENCY

A state planning requirement to ensure that needed services and facilities are in place by the time development is completed and to be occupied, or that funding has been committed to provide such services within six years.

CONSERVATION

The management of resources – such as water and energy – in order to eliminate waste or maximize efficiency of use.

IMAGINE DES MOINES 2044 :: GLOSSARY

COUNTYWIDE PLANNING POLICY

An adopted provision developed collaboratively between the county government and the local cities and towns within that county. Countywide planning policies provide a common framework for individual comprehensive plans prepared by each local jurisdiction.

DISPLACEMENT

The involuntary relocation of current residents or businesses from their current residence.

EQUITY (ALSO SOCIAL EQUITY)

All people can attain the resources and opportunities that improve their quality of life and enable them to reach full potential. Those affected by poverty, communities of color, and historically marginalized communities are engaged in decision-making processes, planning, and policy making.

EQUITABLE DEVELOPMENT & EQUITABLE GROWTH

Public and private investments, programs, and policies in neighborhoods to meet the needs of marginalized populations and to reduce disparities, providing access to quality education, living wage employment, healthy environment, affordable housing and transportation.

FREIGHT

The movement of goods or bulk cargo from one place to another via truck, train, ship or aircraft.

GROWTH MANAGEMENT ACT (GMA)

The Growth Management Act (GMA) is a series of state statutes, first adopted in 1990, that requires fast-growing cities and counties to develop a comprehensive plan to manage their population growth. It is primarily codified under Chapter 36.70A RCW, although it has been amended and added to in several other parts of the RCW.

HABITATS AND SPECIES OF LOCAL IMPORTANCE

Those habitats and species determined locally as important for maintaining fish and wildlife populations over the long term.

HAZARDS, NATURAL AND CLIMATE

Natural hazards are naturally occurring physical phenomena caused either by rapid or slow onset events which can be geophysical (earthquakes, landslides, tsunamis and volcanic activity), hydrological (avalanches and floods), climatological (extreme temperatures, drought and wildfires), meteorological (cyclones and storms/wave surges) or biological (disease epidemics and insect/animal plagues).

HIGH CAPACITY TRANSIT COMMUNITIES

A regional geography within VISION 2050 that refers to cities and unincorporated areas that are connected to the regional high-capacity transit system.

HIGH-CAPACITY TRANSIT STATION AREAS

Areas within 1/2 a mile of existing or planned light rail and streetcar stations, commuter rail stations, ferry terminals, and within 1/4 mile of all bus rapid transit stations.

IMAGINE DES MOINES 2044 :: GLOSSARY

HISTORICALLY MARGINALIZED COMMUNITIES

Include, but are not limited to, native and Indigenous peoples, people of color, immigrants and refugees, people with low incomes, those with disabilities and health conditions, and people with limited English proficiency.

HOUSING AFFORDABILITY

Refers to the balance (or imbalance) between incomes and housing costs within a community or region. A common measurement compares the number of households in certain income categories to the number of units in the market that are affordable at 30% of gross income.

INCOMPATIBLE LAND USES

Facilities or activities on a site that have negative effects on adjacent properties.

INFILL DEVELOPMENT

Projects that use vacant or underutilized land in areas that were previously developed.

JOBS-HOUSING BALANCE

A planning concept which advocates that housing and employment be located closer together, with an emphasis on matching housing options with nearby jobs, so workers have shorter commutes or can eliminate vehicle trips altogether.

JOINT PLANNING

Cooperative planning between two or more jurisdictions or agencies.

LEVEL-OF-SERVICE STANDARD

Measures of the minimum amount of a public facility that must be provided to meet that community's basic needs and expectations. The Growth Management Act requires jurisdictions to establish LOS for transportation-related facilities (RCW 36.70A.070(6)(a)).

LEVEL OF TRAFFIC STRESS

A performance measure that indicates how safe and comfortable a roadway feels for people walking or biking, based on factors such as roadway design, traffic volume, vehicle speed, and available facilities.

LIGHT RAIL

A form of urban rail public transportation that generally has more flexibility in capacity and design speed than heavy rail and metro systems, and higher capacity and speed than traditional street-running tram or bus systems. Light rail systems usually use electric rail cars operating either above, below, or at grade in the right-of-way, typically separated from other traffic.

LIVING-WAGE JOBS

Jobs that pay enough to meet the basic needs and costs of supporting a family or individual independently. Factors for determining living-wage jobs include housing, food, transportation, utilities, health care, child care, and recreation.

IMAGINE DES MOINES 2044 :: GLOSSARY

LOW-IMPACT DEVELOPMENT

Site design techniques to maintain the natural, pre-developed ability of a site to manage stormwater. More broadly, it refers to a range of development techniques that have minimal environmental or energy-related impacts.

METROPOLITAN PLANNING ORGANIZATION (MPO)

The federally-mandated forum for cooperative transportation decision-making in a metropolitan area.

MIDDLE HOUSING

A range of housing types – from duplexes to townhomes to low-rise multifamily developments – that bridge a gap between single-family housing and more intense multifamily and commercial areas. The relatively small share of these housing types is sometimes called the “missing middle.”

MIXED-USE DEVELOPMENT

Projects or districts that include residential, commercial, and business accommodations. Vertical mixed-use development refers to buildings that have multiple uses in a single structure, such as ground-floor retail, offices, and residences. Horizontal mixed-use development refers to districts where zoning allows for different uses to be in adjacent buildings and complexes.

MODE

A particular form of travel. For example, walking, bicycling, driving alone, carpool or vanpool, bus, train, ferry, or airplane.

MULTIMODAL

A term referring to accessibility by a variety of travel modes, including pedestrian, bicycle, transit, automobile, water and air transportation modes.

MULTICOUNTY PLANNING POLICY (MPP)

An official statement adopted in VISION 2050 to provide guidance for regional decision-making, as well as a common framework for countywide planning policies and local comprehensive plans. Multicounty planning policies are required by the Growth Management Act (RCW 36.70A.210(7)).

NONMOTORIZED

Generally refers to active transportation modes, including bicycle, pedestrian, and other modes of transportation not involving a motor vehicle.

OPEN SPACE

A range of green places, including natural and resource areas (such as forests), recreational areas (such as parks and trails), and other areas set aside from development (such as plazas).

PEDESTRIAN-ORIENTED DEVELOPMENT

The development and siting of housing, commercial space, services, and job opportunities in a manner that accommodates walking. Such development is intended to create more vibrant urban areas and to reduce dependency on automobile travel.

IMAGINE DES MOINES 2044 :: GLOSSARY

PRESERVE

To maintain intact or unchanged. In environmental planning, to set aside an environmental feature or natural resource to prevent its alteration.

PUBLIC SERVICES

Facilities and infrastructure, including sanitary and storm sewer systems, water supply, energy, telecommunications, public safety and emergency services, schools, libraries, and other facilities.

PUGET SOUND CLEAN AIR AGENCY

A special purpose agency serving King, Kitsap, Pierce, and Snohomish counties and their respective cities and towns to ensure the residents of the region have clean air to breathe. Chartered by state law in 1967 (RCW 70.94), the agency works in partnership with the U. S. Environmental Protection Agency, the Washington State Department of Ecology, and PSRC.

QUALITY OF LIFE

A broad multi-dimensional concept comprised of two domains—"individual health and wellbeing", and "neighborhood livability". The first domain includes physical health and social, emotional and mental well-being. The second relates to those rich opportunities in our neighborhoods affording one to fully enjoy life, such as access to living wage jobs, affordable housing, reliable transit, good schools, safe parks and protected natural areas, etc. (CDC).

REGIONAL ECONOMIC STRATEGY

The functional economic strategy for VISION 2050. It also serves as the federally required comprehensive economic development strategy for the four-county central Puget Sound region.

REGIONAL GROWTH STRATEGY

The approach for distributing population and employment growth within the four-county central Puget Sound region.

REGIONAL SERVICE PROVIDER

A district that provides a service to a multicounty area, countywide, or to an extensive subarea within a county.

REGIONAL TRANSPORTATION PLAN

A detailed 20-year transportation plan that guides future regional investments and responds to legal mandates contained in federal transportation legislation, the Clean Air Act Amendments, the Washington Growth Management Act, and Regional Transportation Planning Organization legislation.

REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Under state law, the body responsible for long-range, region-wide transportation planning. PSRC serves as the Regional Transportation Planning Organization for the four-county central Puget Sound region.

RESILIENCE

The capacity of social, economic, and environmental systems to cope with a hazardous event or trend or disturbance, responding or reorganizing in ways that maintain their essential function, identity, and structure, while also maintaining the capacity for adaptation, learning, and transformation.

IMAGINE DES MOINES 2044 :: GLOSSARY

SINGLE-OCCUPANT VEHICLE

A motor vehicle occupied by the driver only.

SPECIAL NEEDS HOUSING

Housing arrangements for populations with special physical or other needs. These populations include: the elderly, disabled persons, people with medical conditions, homeless individuals and families, and displaced people.

STORMWATER MANAGEMENT SYSTEM

An infrastructure system that collects runoff from precipitation and redirects it from streets and other surfaces into facilities that store and release it – usually back into natural waterways.

TARGET (ALSO GROWTH TARGET)

The number of residents, housing, or jobs that a jurisdiction is expected to plan for in its comprehensive plan. Growth targets are set by countywide planning groups for counties and cities to meet the Growth Management Act requirement to allocate urban growth that is projected for the succeeding twenty-year period (RCW 36.70A.110).

TRANSIT

Public transportation; referring in this document to public bus and light rail.

TRANSIT-DEPENDENT

Individual(s) dependent on public transit to meet personal mobility needs (e.g., unable to drive, not a car owner, or not licensed to drive).

TRANSIT-ORIENTED DEVELOPMENT (TOD)

The development of housing, commercial space, services, and job opportunities near public transportation. Such development is intended to reduce dependency on automobiles, as well as to improve mobility and access between residences, jobs, and services.

TRANSIT SUPPORTIVE DENSITY

A concentration of housing and jobs within a defined area of land sufficient to support the frequent use of a given mode of public transit. The specific density that is considered transit supportive will vary based on the transit mode, location within a transit system, and mix of uses.

TRANSPORTATION DEMAND MANAGEMENT

Public and private programs that provide travelers with travel choices, such as work location, route, time of travel and mode. Transportation demand management (TDM) helps people use the transportation system more efficiently through education, incentives, products, and programs that remove barriers to non-drive-alone modes such as transit, carpool, vanpool, walking, biking, and teleworking.

URBAN FORM

The physical characteristics that make up built-up areas, including the shape, size, density and configuration of settlements.

IMAGINE DES MOINES 2044 :: GLOSSARY

VULNERABLE POPULATIONS

People who are unable to avoid or have difficulty recovering from the impacts of hazardous conditions because of factors such as limited resources or impaired physical health.

WAYFINDING

Maps, signs, and other methods of signage that assist people in navigation.

