

PS&T COMMITTEE AGENDA

May 1, 2014 - North Conference Room

21630 11th Avenue South – Des Moines 98198

5:30P – 6:50P

1. Approval of minutes of 4/03/2014 meeting

2. Title 8 DMMC – Animals

(Discussion Item – 10 min)

Staff will present Draft Ordinance 13-243 which updates Title 8 DMMC to correspond with changes made to Titles 12-18, eliminates outdated language, and raises policy questions regarding penalties for repeat failure to license an animal.

3. Draft Transportation Improvement Plan (TIP)

(Discussion Item – 25 min)

Staff will provide a draft 2015-2034 Transportation Improvement Plan for discussion and project priority ranking. Staff will bring any changes back to the Committee in June and hold a Public Hearing on June 12th for adoption.

4. Comp Plan – Transportation Element & Public Safety Issues

(Discussion Item – 10 min)

Staff will update the Committee on comments received at the April 23rd Open House and discuss strategies for updating the Transportation and Capital Facilities, Utilities and Public Services Elements of the Comp Plan as it relates to levels of service, service improvements and funding.

5. CIP Project Updates

(Informational Item – 20 min)

Staff will update the Committee on the current CIP projects which include but are not limited to: 24th Avenue S; 216th Segments 1a and 2; Saltwater Bridge Seismic Retrofit; S 251st Street Slide; Driver feedback signs; Pavement Management Plan and DMMD/216th Pipe repair (SWM project).

6. School Zone Flashing Beacons

(Informational Item – 15 min)

Staff will update the Committee on recent issues related to the vendor who provides the software/server support for our School Zone Flashing Beacons at Woodmont Elementary and Pacific/Midway Elementary.

Des Moines City Council PS&T Committee Minutes –4/03/2014

Meeting called to order: 5:45 PM on April 3, 2014, in North Conference Room @ 21630 11th Avenue S, Des Moines WA 98198.

Council Members

Vic Pennington
Jeanette Burrage
Dave Kaplan

Other City Staff

Tony Piasecki – City Manager
Dan Brewer – Planning, Building & PW Director
Brandon Carver – Engineering Services Manager
Denise Lathrop – Community Dev Manager
Tim George, Assistant City Attorney
Grant Fredricks, Consultant
Barry Sellers, PD Commander
Peggy Volin – Admin Asst II

AGENDA:

1. Approval of Minutes from 3.6.2014 meeting
2. Sound Transit Update
3. Chronic Nuisance Properties
4. Transportation Funding
5. Marijuana Licensing Update

MEETING:

1. Approval of Minutes from 3.6.2014 meeting: Unanimously approved.
2. Sound Transit Update: Mayor Kaplan updated the Committee members on the briefing he and Councilmember Pennington attended with Sound Transit. There are currently four proposed alignments and the City will be continue to meet with the cities of SeaTac, Federal Way and Highline Community College for their input on the alignment options.
3. Chronic Nuisance Properties: Assistant City Attorney, Tim George, presented the Chronic Nuisance Properties Draft Ordinance with a recommendation that the ordinance was unnecessary given recent amendments to the noise code as well as existing nuisance regulations. The Committee agreed that no action was necessary and that the Draft Ordinance should not be taken to the full Council .
4. Transportation Funding: Brandon Carver briefed the Committee on how transportation projects are funded and went over some of the funding sources and typical application timelines and local match requirements. He broke the projects down into categories which consisted of: Transportation; Pedestrian; Community Development; Loans and

Environmental. He also provided a pie chart that outlined the 2014 Transportation CIP Revenue Sources.

5. Marijuana Licensing Update: The Assistant City Attorney provided an update on the WSLCB's licensing of recreational marijuana producer's, processor's and retailer's. He provided a list of license applicants in the City of Des Moines and also a map showing potential locations. A timeline was presented on when a licensing lottery would take place and when licenses could be issued.

Adjourned 6:50 pm

Minutes submitted by:

Peggy Volin

Administrative Assistant II

Chapter 8.04_
ANIMAL REGULATIONS

Sections

- [8.04.010 Purpose, Title](#)
- [8.04.020 Application](#)
- [8.04.030 Purpose](#)
- [8.04.040 Authority](#)
- [8.04.020- 8.04.050](#) Definitions.
- [8.04.030- 8.04.060](#) Dog and cat licensing.
- [8.04.040- 8.04.070](#) Kennel, pet shop, shelter, and veterinary hospital licenses.
- [8.04.050- 8.04.080](#) License applications.
- [8.04.060- 8.04.090](#) Veterinary hospital license – Certificate of inspection required.
- [8.04.070- 8.04.100](#) Kennel, pet shop, or shelter license – Certificate of inspection required.
- [8.04.080- 8.04.110](#) Kennels, pet shops, or shelters – Requirements.
- [8.04.090- 8.04.120](#) Kennels, pet shops, or shelters – Indoor housing facility requirements.
- [8.04.100- 8.04.130](#) Kennels, pet shops, or shelters – Outdoor housing facility requirements.
- [8.04.110- 8.04.140](#) Compliance with DMMC [8.04.080](#), [8.04.090](#), and [8.04.100](#) required.
- [8.04.120- 8.04.150](#) Inspections.
- [8.04.130- 8.04.160](#) Grooming parlor license – Requirements.
- [8.04.140- 8.04.170](#) Denial of license – Appeal.
- [8.04.150- 8.04.180](#) Enforcement powers.
- [8.04.160- 8.04.190](#) Impound power and procedure.
- [8.04.170- 8.04.200](#) Impounded animals to be held for at least 72 hours.
- [8.04.180- 8.04.210](#) Redemption of impounded animals.
- [8.04.190- 8.04.220](#) Unredeemed impounded animals.
- [8.04.200- 8.04.230](#) Redemption of impounded animals subject to further provisions.
- [8.04.210- 8.04.240](#) Violations to be abated.
- ~~[8.04.220 Cruelty violations.](#)~~
- ~~[8.04.230 Redemption of animals subject to cruelty—Requirements.](#)~~
- [8.04.240- 8.04.250](#) Termination of occurrence of violation.
- [8.04.250- 8.04.260](#) Animal declared a public nuisance – Abatement.
- [8.04.260- 8.04.270](#) Abatement of nuisances – Procedure – Appeal.
- [8.04.270- 8.04.280](#) Additional enforcement.
- [8.04.280- 8.04.290](#) Rabies control.
- ~~[8.04.290 Disposal of dead animals.](#)~~
- [8.04.300](#) Possession of another's animal.
- [8.04.310 Prohibited acts against waterfowl.](#)

~~8.04.310- 8.04.320~~ Wild or exotic animals.

~~8.04.320- 8.04.330~~ Personal obligations.

~~8.04.330 -8.04.340~~ Violation – Penalty.

~~8.04.010. Title. This Title shall be referred to as "Animals." This chapter shall be entitled "Animal Regulations."~~

~~8.04.020. Application. The provisions of this chapter shall apply to all chapters contained within Title 8 DMMC.~~

~~8.04.040-030 Purpose.~~

~~It is the purpose of this chapter to maintain levels of animal control to protect human health and safety, and to prevent injury to property and cruelty to animal life; to provide a means of licensing dogs, cats, kennels, pet shops, veterinary hospitals, and grooming parlors; to control errant animal behavior so that it shall not become a public nuisance; and to prevent cruelty to animals and waterfowl.~~

~~It is declared the public policy of the city to secure and maintain such levels of animal control as will protect human health and safety, and to the greatest degree practicable prevent injury to property and cruelty to animal life. To this end, it is the purpose of this chapter to provide a means of licensing dogs, cats, kennels, pet shops, veterinary hospitals, and grooming parlors, to control errant animal behavior so that it shall not become a public nuisance, and to prevent cruelty to animals. [Ord. 1225 § 1, 1998; Ord. 512 § 1, 1980.]~~

~~8.04.040. Authority. This chapter is adopted pursuant to the provisions of chapter 16.08 RCW and the general police powers granted to the City pursuant to chapter 35A.13 RCW and other applicable laws.~~

~~8.04.020-050 Definitions.~~

~~(1) Use of Words and Phrases. As used in this title Title, unless the context or subject matter clearly requires otherwise, the words or phrases defined in this section shall have the indicated meanings.~~

~~(2) "Abatement" means the termination of any violation by reasonable and lawful means determined by the chief of police in order that an owner or keeper or a person presumed to be an owner or keeper shall comply with this title Title.~~

~~(3) "Animal" means a living creature, except human beings, insects, and worms.~~

~~(4) "Animal control authority" means the animal control division of the police department acting alone or in concert with King County animal control division for enforcement of the animal control laws of the city City, county, and state, and the shelter and welfare of animals.~~

~~(5) "Animal control officer" means an individual employed, contracted with, or appointed by the city City's chief Chief of police Police, for the purpose of aiding in the enforcement of this title Title or any other law~~

or ~~ordinance~~ Ordinance relating to the licensure of animals, control of animals, or seizure and impoundment of animals, and includes any state or local law enforcement officer or other employee whose duties in whole or in part include assignments that involve the seizure and impoundment of any animal. For the purposes of this ~~title-Title~~ this definition shall apply where a person charged with enforcement of this ~~title-Title~~ is referred to as "officer" or "official."

~~(6)~~ "At large" means to be off the premises of the owner or keeper and not under control of the owner or keeper or other competent person by leash; except an animal within an automobile or other vehicle of its owner or keeper or other competent person is deemed to be on the owner's or keeper's premises.

~~(7)~~ "Dangerous dog" means a dog that according to the records of the appropriate authority:

(a) Has inflicted severe injury on a human being without provocation on public or private property; or

(b) Has killed a domestic animal, or other animal protected under federal, state, or local rules, without provocation while off the owner's or keeper's property; or

(c) Has been previously found to be potentially dangerous, the owner or keeper having received notice of such and the dog again aggressively bites, attacks, or endangers the safety of human beings or domestic animals without provocation.

~~(8)~~ "Domesticated animals" means those domestic beasts such as any dog, cat, rabbit, horse, mule, donkey, bovine animal, lamb, goat, sheep, hog, or other animal including fowl made to be domestic.

~~(9)~~ "Euthanasia" means the humane destruction of an animal accomplished by a method that involves instantaneous unconsciousness and immediate death or by a method that causes painless loss of consciousness and death during loss of consciousness.

~~(10)~~ "Grooming parlor" means a place or establishment, public or private, where animals are bathed, clipped, or combed for compensation.

~~(11)~~ "Harboring" means the presumption of ownership of an animal by an occupant of any premises on which the animal remains or to which it customarily returns daily for food and care for a period of 10 days.

~~(12)~~ "Kennel" means a place where four or more dogs or cats over four months of age are kept, whether by the owners or keepers of the dogs or cats or by persons providing facilities and care, but not including a veterinary hospital or clinic or pet shop.

~~(13)~~ "Leash" means a cord, rope, thong, or chain not more than eight feet in length by which an animal is controlled by the person accompanying it.

~~(14)~~ "Livestock" means horses, bovine animals, sheep, goats, swine, reindeer, donkeys, and mules.

(15) "Neutered" or "spayed" means action performed by a licensed veterinarian meant to prevent conception by an animal.

(16) "Owner" or "keeper" means a person having an interest in or right of possession to an animal or a person having control, custody, or possession of an animal, or by reason of the animal being harbored being presumed to be the owners.

(17) "Pack of animals" means a group of three or more animals running at large upon either public or private property not that of the owner or keeper in a state in which either their control or ownership is in doubt or cannot be readily ascertained.

(18) "Pet shop" means a person that acquires animals bred by others and/or supplies for animals, whether as owners, keepers, agents, or on consignment and sells or offers to sell such animals and/or supplies to the public.

(19) "Potentially dangerous dog" means:

(a) A dog that when unprovoked:

(i) Inflicts one or more bites on a human being or a domestic animal or other animal protected under federal, state, or local rules, either on public or private property; or

(ii) Chases or approaches a person upon a street or a public grounds in a menacing fashion or apparent attitude of attack, or a dog with a known propensity, tendency, or disposition to attack without provocation, to cause severe injury, or to cause injury or otherwise threaten the safety of humans, domestic animals, or other animals protected under federal, state, or local rules; or

(b) An offspring, older than eight weeks, later born to a dog found to be a dangerous dog.

(20) "Proper enclosure to confine the dog" means a securely confined indoor area of the owner's or keeper's premises, or a securely enclosed and locked pen, kennel, or other exterior structure on such premises, suitable to prevent the entry of young children or human extremities and designed to prevent a potentially dangerous or dangerous dog from escaping. Such pen, kennel, or other structure shall have secure sides and a secure top, and provide protection from the elements for the dog. If such pen, kennel, or structure has no bottom secured to the sides, the sides shall be embedded not less than two feet into the ground. Doors, windows, or other openings enclosed solely by wire or mesh screening shall not be considered a proper enclosure as defined in this section.

(21) "Provocation" includes taunting, teasing, wilfully causing undue pain, and/or unlawful entry upon or into the property of the owner or keeper.

(22) "Severe injury" means a physical injury that results in broken bones or disfiguring lacerations requiring multiple sutures or cosmetic surgery.

(23) "Shelter" means a facility which is used to house or contain stray, homeless, abandoned, unwanted, or illegally maintained animals and which is owned, operated, or maintained by a public body, an established humane society, animal welfare society, society for the prevention of cruelty to animals, or other nonprofit organization devoted to the welfare, protection, and humane treatment of animals.

(24) "Under control" means control by leash so as to thereby be restrained from approaching a bystander or another animal or from causing or being the cause of physical property damage or personal injury, when off the premises of the owner or keeper.

(25) "Vicious animals" means an animal other than a "dangerous dog" or "potentially dangerous dog" displaying the characteristics or propensity to do an act that might endanger the safety of a person, animal, or property of another, including but not limited to a disposition to mischief or fierceness as might occasionally lead to attack on human beings or other animals without provocation whether in play or outbreak of untrained nature.

"Waterfowl" means a warm-blooded vertebrate of the class Aves, having a body covered with feathers and forelimbs modified into wings (birds) that have aquatic characteristics in their natural state, and includes without limitation, ducks, geese, sea gulls, and the like.

8.04.030-060 Dog and cat licensing.

(1) It is unlawful to keep or harbor a dog or cat more than six months of age unless an annual license is procured for the dog or cat from the city-clerk Des Moines Police Department. There is established a rebuttable presumption that the purchaser of such license is the owner of the animal identified in the license application.

(2) Dogs and cats four months old or older shall be vaccinated against rabies. Vaccinations shall be performed in accordance with the standards contained in the "Compendium of Animal Rabies Control" as amended, published by the National Association of State Public Health Veterinarians, Inc. Proof of vaccination must be shown before a license will be issued by the city-clerk Des Moines Police Department.

(3) The annual license fees, including late penalties, are set by resolution-Resolution of the city-City Council. A late penalty is charged on all licenses issued after March 1st of each year and an additional late penalty is charged on all licenses issued after May 1st of each year. A dog or cat acquired during the year shall be licensed within 30 days from the date of its acquisition, and in such cases the late penalties are charged only on licenses issued after such 30-day period and after 90 days in which to comply with these licensing requirements.

(4) When a license is obtained in the process of recovery of an impounded dog or cat, a fee is charged for the license.

(5) The license shall remain in force for the calendar year in which it is issued. A license is considered as being due on or before January 1st of each year. Application for such license is made upon forms

provided by the cityCity. The application shall list the name, address, and phone number of the owner, the name, breed, colors, age, and sex, if any, of the dog or cat, and such other medical and vaccination information and data as may be required. Such information is kept, conveniently indexed by the city-clerk Police Department, together with the number of the license issued.

(6) City residents 65 years of age and older may obtain at no charge a special permanent license for the lifetime of dogs and cats that are neutered or spayed and for which they are the registered owners when the animals are maintained at the owner's registered address. Such residents are not required to annually obtain a new license for the lifetime of such licensed animals, except that no household shall be issued more than three special permanent animal licenses for dogs or cats.

(7) A license issued is not transferable or usable by a person, other than the person to whom it was originally issued, ~~except as provided in subsection (10) of this section.~~

(8) It is unlawful for an applicant to withhold or provide false information on an application.

(9) Upon payment of the license fee, the city-clerk Police Department shall furnish to the person paying the same a license tag for the dog or cat for which such fee has been paid. The shape of such tag may be changed from year to year, and the tag shall have stamped upon it the calendar year for which the fee has been paid. All license tags issued shall be securely fastened to a collar or other like harness which shall be worn by the animal at all times when off the premises of the licensed owner.

~~(10) Whenever the ownership of a licensed dog or cat changes, the new owner shall notify the city clerk and shall pay to the clerk a sum to be set by administrative order of the city manager at less than the basic license fee, whereupon the clerk shall change the record of the animal to show the new ownership.~~

~~(11)~~ An owner or keeper of a licensed dog or cat whose current license tag has been lost may obtain a replacement tag by the payment of a sum to be set by ~~administrative order~~ executive order of the city-City manager-Manager at a sum less than the basic license fee.

~~(12)~~ The above provisions of this section shall not apply to:

- (a) Dogs and cats whose owners are nonresidents temporarily within the cityCity;
- (b) The owners of dogs or cats brought into the city-City for the purpose of participating in a dog or cat show;
- (c) The owners or users of Seeing Eye, Guide, or Service dogs;
- (d) Veterinarians in custody of dogs or cats;
- (e) The owners or operators of an animal shelter;
- (f) The owners or operators of a duly licensed kennel; or

(g) The owners or operators of a grooming parlor or pet shop.

(13) It is unlawful for a person to refuse to show or exhibit at a reasonable time to an officer a dog in such person's possession or custody of a license tag issued ~~therefor~~.

8.04.040-070 Kennel, pet shop, shelter, and veterinary hospital licenses.

It is unlawful for a person to keep, maintain, or operate a kennel, pet shop, veterinary hospital, or shelter within the ~~city-City~~ without first obtaining a valid license ~~therefor~~. A fee set by ~~administrative order~~ ~~executive order~~ of the ~~city-manager~~ City Manager shall be assessed not upon individual animals but upon the owner or keeper of a kennel, pet shop, veterinary hospital, or shelter. Each license and certificate of inspection issued pursuant to this chapter shall be conspicuously displayed at the establishment to which such license was issued. The license shall be dated, numbered, and shall bear the name of the ~~city~~City, and the name and address of the owner or keeper of the establishment, and the expiration date of the license. The license shall expire at the end of the calendar year.

8.04.050-080 License applications.

Applications for licenses for kennels, pet shops, veterinary hospitals, and shelters shall be made to the ~~city-clerk~~ Des Moines Police Department on forms provided by the ~~city-City~~ and shall include a finding by the ~~public-works-director~~ Planning, Building, and Public Works Director that the use is consistent with the ~~City's Zoning Code~~ zoning-code-of-the-city.

8.04.060-090 Veterinary hospital license – Certificate of inspection required.

Before a veterinary hospital license shall be issued, a certificate of inspection from the ~~city-City's~~ health officer must be issued showing that the hospital is in full compliance with all applicable state standards (chapter ~~308-153~~ 246-933 WAC) and applicable ~~city-City~~ health requirements.

8.04.070-100 Kennel, pet shop, or shelter license – Certificate of inspection required.

Before a kennel, pet shop, or shelter license may be issued, a certificate of inspection from the ~~city-City's~~ health officer must be issued showing that the kennel, pet shop, or shelter is in full compliance with DMMC ~~8.04.080~~ 8.04.110, ~~8.04.090~~ 8.04.120, and ~~8.04.100~~ 8.04.130.

8.04.080-110 Kennels, pet shops, or shelters – Requirements.

Kennels, pet shops, and shelters shall meet the following conditions:

(1) Housing facilities shall be provided for the animals and such facilities shall be structurally sound and shall be maintained in good repair, shall be designed so as to protect the animals from injury, shall contain the animals, and shall restrict the entrance of other animals.

(2) Electric power shall be supplied in conformance with ~~the city-electrical-code~~ Title 14 DMMC and adequate to supply lighting and heating as may be required by this chapter. Water shall be supplied at sufficient pressure and quantity to clean indoor facilities and primary enclosures of debris and excreta.

(3) Suitable food and bedding shall be provided and stored in facilities adequate to provide protection from the infestation or contamination of insects or rodents. Refrigeration shall be provided for the protection of perishable food.

(4) Provision shall be made for the removal and disposal of animal and food wastes, bedding, dead animals, and debris. Disposal facilities shall be maintained in a sanitary condition, free from the infestation or contamination of insects or rodents or disease, and from obnoxious or foul odors.

(5) Washroom facilities, including sinks and toilets, with hot and cold water, shall be conveniently available for cleaning purposes, and a large sink or tub shall be provided for the purpose of washing utensils, equipment, and facilities.

(6) Sick animals shall be separated from those appearing healthy and normal and if for sale shall be removed from display and sale. Sick animals shall be kept in isolation quarters with adequate ventilation to keep from contaminating the other animals.

(7) There shall be an employee on duty at all times during the hours any establishment is opened whose responsibility shall be the care and welfare of the animals held for sale or display.

(8) An employee or owner shall come in to feed, water, and do the necessary cleaning of animals on days the establishment is closed.

(9) No person shall misrepresent an animal to a consumer in any way.

(10) No person shall knowingly sell a sick or injured animal.

(11) Adequate care and feeding instructions shall be given to each purchaser of an animal and such must be in writing.

8.04.090-120 Kennels, pet shops, or shelters – Indoor housing facility requirements.

Kennels, pet shops, and shelters which have indoor housing facilities for animals shall:

(1) Be sufficiently heated or cooled to protect such animals from temperatures to which they are not normally acclimatized;

(2) Be adequately ventilated to provide for the health of animals contained therein and to assist in the removal of foul and obnoxious odors. Provision shall be made so that the volume of air within any enclosed indoor facility shall be changed three times or more each hour;

(3) Have sufficient natural or artificial lighting to permit routine inspection and cleaning any time of day. In addition, sufficient natural or artificial lighting shall be supplied in the area of sinks and toilets to provide for the hygiene of animal caretakers;

(4) Have interior wall, ceiling, and floor surfaces constructed of materials which are resistant to the absorption of moisture and odors, or such surfaces shall be treated with a sealant or with paint, when such materials are not originally resistant to moisture or odors. Floor surfaces shall not be made of unsealed wood. In addition, interior walls shall be constructed so that the interface with floor surfaces is sealed from the flow or accumulation of moisture or debris;

(5) Contain a drainage system which shall be connected to a sanitary sewer or septic tank system which conforms to the ~~city~~ City building code standards and shall be designed to rapidly remove water and excreta in the cleaning of such indoor housing facility in any condition of weather or temperature; provided, that this requirement shall not apply to pet shops. All indoor housing facilities shall be maintained in a clean and sanitary condition and a safe and effective disinfectant shall be used in the cleaning of such facilities.

~~8.04.100-130~~ Kennels, pet shops, or shelters – Outdoor housing facility requirements.

Kennels, pet shops, and shelters which have outdoor facilities for animals shall:

(1) Be constructed to provide shelter from excessive sunlight, rain, snow, wind, or other elements. In addition, such facilities shall be constructed to provide sufficient space for the proper exercise and movement of each animal contained therein;

(2) Be constructed to provide drainage and to prevent the accumulation of water, mud, debris, excreta, and other materials and shall be designed to facilitate the removal of animal and food waste;

(3) Be constructed with adequate walls or fences to contain the animals kept therein and to prevent the entrance of other animals.

~~8.04.110-140~~ Compliance with DMMC ~~8.04.080 8.04.110, 8.04.09 08.04.120, and 8.04.100- 8.04.130~~ required.

All kennels, pet shops, and shelters shall at all times be in a condition of full compliance with the requirements of DMMC ~~8.04.080 8.04.110, 8.04.09 08.04.120, and 8.04.100 8.04.130~~. Failure to be in full compliance with DMMC ~~8.04.080 8.04.110, 8.04.090 8.04.120, and 8.04.100- 8.04.130~~ is unlawful and shall constitute a public nuisance and as such shall be subject to the abatement procedures of this chapter. Failure to maintain the establishment in full compliance shall be grounds for revocation of any license issued.

~~8.04.120-150~~ Inspections.

It shall be the duty of the ~~city~~ City's health officer to make or cause to be made all such inspection as may be necessary to insure compliance with this chapter. The owner or keeper of a kennel, pet shop, or shelter shall admit any officer or agent of the ~~city~~ City's health officer to the premises in order to make necessary inspections at any reasonable time that admission is requested.

~~8.04.130-160~~ Grooming parlor license – Requirements.

(1) It is unlawful for any person to keep or maintain any grooming parlor without a valid license ~~therefor~~. A fee set by ~~administrative executive~~ order of the ~~City Manager~~ shall be assessed and paid.

(2) Grooming parlors shall:

(a) Not board animals but keep such animals only for a reasonable time in order to perform the business of grooming;

(b) Provide such restraining straps for the animal while it is being groomed so that such animal shall not fall or be hanged;

(c) Sterilize all equipment after each animal has been groomed;

(d) Not leave an animal unattended before a dryer;

(e) Not prescribe treatment or medicine that is the province of a licensed veterinarian as provided in RCW 18.92.010; and

(f) Not put more than one animal in each cage.

(3) A grooming parlor license must be revoked or may be refused to be renewed if the establishment constitutes a public nuisance or for failure to comply with the above requirements.

8.04.140-170 Denial of license – Appeal.

No applicant shall be issued a kennel, pet shop, shelter, or grooming parlor license ~~who that~~ has had such license revoked or refusal to renew and until such applicant meets all applicable requirements established by this chapter. A decision to revoke, refusal to renew, or denial of a license under this chapter may be appealed to the ~~hearing examiner~~. Such appeal shall be brought within 10 days of such decision and in accordance with the ~~hearing examiner code~~. [Ord. 770 § 47, 1988; Ord. 512 § 6, 1980.]

8.04.150-180 Enforcement powers.

(1) City officers and officials are authorized to take such lawful action as may be required to enforce the provisions of this chapter and the laws of the state as they pertain to control of animal behavior and prevention of cruelty to animals.

(2) Enforcement officers and officials shall not enter a building designated for and used for private purposes, unless a proper warrant has first been issued upon a showing that the officer or official has probable cause to believe that an animal is being maintained in the building in violation of this chapter.

(3) Provided, that such officers or officials, while pursuing an animal observed by the officer or official to be in violation of this chapter, may enter upon any public or private property, except any building designated for and used for private purposes for the purpose of abating the animal violation.

(4) No person shall deny, prevent, obstruct, or attempt to deny, prevent, or obstruct an officer or official from pursuing and impounding an animal observed to be in violation of this chapter.

8.04.160-190 Impound power and procedure.

The ~~eChief of pPolice or the Chief's designee and his officers~~ may apprehend an animal found doing any of the acts defined as a public nuisance or being subject to cruel treatment as defined by law. After such animals are apprehended, the ~~eChief of pPolice or the Chief's designee his officers~~ shall ascertain whether such animal is licensed or otherwise identifiable, and if reasonably possible and if the animal is not subject to DMMC ~~8-04-230 or 8-04-250~~ 8.04.260, return the animal to the owner together with a notice of violation, and if it is not reasonably possible to immediately return the animal to its owner, the ~~eChief of pPolice or the Chief's designee his officers~~ shall notify the owner within a reasonable time by certified mail or by telephone that the animal has been impounded and may be redeemed. The ~~eChief of pPolice or the Chief's designee his officers~~ shall immediately upon impounding an animal make a complete registry, entering the type, breed, color, and sex of such animal and where appropriate, whether licensed and if licensed, shall enter the name and address of the owner or keeper and the number of the tag.

8.04.170-200 Impounded animals to be held for at least 72 hours.

An animal impounded pursuant to this chapter and not subject to DMMC ~~8-04-230 or 8-04-250~~ 8.04.260 shall be held for the owner at least 72 hours after the owner's receipt of notification by certified mail or by telephone. Any animal suffering from serious injury or disease may be humanely destroyed by euthanasia or in the discretion of the impounding authority may be held for a longer period and provided veterinary care and redeemed by the owner or keeper within 72 hours of notification or by any person after that time upon the payment of all charges due and owing.

8.04.180-210 Redemption of impounded animals.

Impounded animals shall be taken to locations approved by the ~~eCity~~. The owner or keeper of such an animal may recover said animal when all billable costs, redemption fees, penalties, license fees, including any late penalty, and boarding costs incurred by such impoundment are made payable to the ~~eCity~~; provided, the boarding cost for livestock shall be in accordance with the rate established by contract between the ~~eCity~~ and the given stockyard used for holding such animal. The ~~eChief of pPolice or the Chief's designee his authorized officers~~ may release the animal to its owner, before the receipt of all costs and payments due, when the ~~Cehief of pPolice or the Chief's designee his authorized officer~~ receives notice from the ~~city clerk City Attorney~~ that the owner has signed a promissory note, in a form prepared by the ~~eCity aAttorney~~, wherein such owner shall agree to pay such redemption charges in full within 30 days from the date of the execution of such promissory note. Such promissory note shall provide for the interest and payment of the attorney's fees involved in collection in the event payment is not made within the time required by the terms thereof.

8.04.190-220 Unredeemed impounded animals.

In case an animal is not redeemed, it shall be humanely destroyed by euthanasia by the impounding agency or may be made available for adoption or may be sold at auction upon 10 days' notice published in the ~~eCity's~~ official newspaper. A copy of such notice shall be served upon the owner if known

personally or by certified mail, return receipt requested at least one day before such auction. City expenses shall be first deducted from the amount obtained at such an auction, with the remainder, if any, retained for the owner for six months. If unclaimed for such six-month period, the balance shall revert to the City and be deposited into the general fund.

8.04.200-230 Redemption of impounded animals subject to further provisions.

Release of an impounded animal to its owner or keeper may be further subject to an agreement by the owner or keeper to special provisions set by the Chief of Police intended to prevent the reoccurrence of the violation. Violation of such agreement shall be a violation of this chapter and shall be punished accordingly.

8.04.240-240 Violations to be abated.

For the purposes of this chapter, the following are violations of this chapter and are abated as provided in this chapter:

- (1) A public nuisance relating to animal control known at common law or in equity jurisprudence;
- (2) A domesticated animal running at large;
- (3) A domesticated animal, whether licensed or not, that runs at large in a park, or enters a public beach, pond, fountain, or stream therein, or upon a public playground or school ground, except that this subsection shall not apply to a person using a trained seeing eye, guide, or service dog, to animal shows, exhibitions, or organized dog training classes when at least 24 hours' advance notice has been given to the chief of police by such persons requesting to hold such animal shows, exhibitions, or dog training classes;
- (4) An animal that enters a room or immediate area where food is stored, prepared, served, or sold to the public, except that this subsection shall not apply to a guide dog for a blind or hearing impaired person or to a service dog for a physically disabled person;
- (5) An animal that enters a public building or hall, except that this section shall not apply to a guide dog for a blind or hearing impaired person, to a service dog for a physically disabled person, to veterinary offices or hospitals, shelters, or to animal shows, exhibitions or organized dog training classes when at least 24 hours' advance notice has been given to the chief of police by such persons requesting to hold such animal shows, exhibitions, or dog training classes. This section shall not prohibit a person from walking or exercising an animal, or visiting a public building or hall with an animal when such animal is on a leash or in an enclosure and proper safeguards are taken to protect the public and property from injury or damage by the animal; however, the owner of the animal shall assume all risk and liability for injury or damage that could be caused by the animal;
- (6) A domesticated animal that chases, runs after, or jumps at vehicles using the public streets;

(7) A domesticated animal that habitually snaps, growls, snarls, jumps upon, or otherwise threatens persons lawfully using the public streets;

(8) An animal that has exhibited vicious propensities and that constitutes a danger to the safety of persons, property, or other animals off its owner or keeper's premises or lawfully on such owner or keeper's premises;

(9) An animal with vicious propensities when not on its owner or keeper's premises and not securely controlled by leash or confined or not in control of a person of suitable age and discretion to control or restrain such animal;

(10) A domesticated animal which howls, yelps, whines, barks, or makes other oral noises, in such a manner as to disturb person(s) or a neighborhood to an unreasonable degree;

(11) A domesticated animal that enters upon another person's property without the permission of that person;

(12) An animal staked, tethered, or kept on public property without prior written consent of the chief of police;

(13) Animals kept, harbored, or maintained and known to have a contagious disease unless under the treatment of licensed veterinarian;

(14) Animals running in packs;

(15) Domestic animals trespassing on private or public property so as to damage, destroy, or despoil any property.

8.04.220-Cruelty-violations.²

It is unlawful for a person to:

~~(1) Abandon a domestic animal by dropping off or leaving such animal on the street, or in any other public place, or on the private property of another;~~

~~(2) Wilfully run down with a vehicle an animal. A person who kills or injures an animal while driving a vehicle shall stop at the scene of the accident and shall render such assistance as is reasonable, shall make a reasonable effort to locate and identify himself to the owner or keeper of the animal, and shall report the accident immediately to the police department;~~

~~(3) Sell or offer for sale or to give away living baby rabbits, chicks, ducklings, or other fowl that are under two months of age or that have been dyed or colored, or otherwise treated so as to have an artificial color, but this subsection shall not be construed so as to prohibit the sale or display of natural baby rabbits, chicks, ducklings, or other fowl in proper brooder facilities by hatcheries or stores engaged in selling them for commercial purposes. [Ord. 1036 § 104, 1993; Ord. 512 § 7(4)(a) — (h), 1980.]~~

8.04.230 Redemption of animals subject to cruelty—Requirements.

The chief of police shall have authority to impound an animal maintained in violation of DMMC ~~8.04.220~~ and shall hold such animal for at least 72 hours after proper notification of the owner or keeper. Redemption of such an animal shall be permitted only after payment of all costs and fees incurred and upon the written agreement of the owner or keeper to take such actions as are necessary to prevent recurrence of the violation; provided, that the violation of such agreement of release is unlawful and shall subject the animal involved to impounding without right of redemption to the owner or keeper. Such animal shall be retained under city control until the notice and administrative procedure in DMMC ~~8.04.260~~ has been complied with. [Ord. 512 § 7(4)(i), 1980.]

8.04.240-250 Termination of occurrence of violation.

Upon the complaint of a person, and after such complaint is verified by the ~~eChief of pPolice or the Chief's designee~~ his authorized officers, the ~~eChief of pPolice or the Chief's designee~~ shall commence proceedings to terminate the occurrence of a violation either by service of citation or by the procedure set out in DMMC ~~8.04.260~~ 8.04.260, as applicable. The standards of this chapter shall be followed by the ~~eChief of pPolice~~ in determining the existence of an animal control violation and in determining the abatement action required.

8.04.250-260 Animal declared a public nuisance – Abatement.

An animal that has been the subject of three (3) convictions of a violation of this chapter in a period of 365 days or an animal that bites or attacks a person or persons without provocation twice within a five-year period is a public nuisance and shall not be kept within the ~~eCity~~. The ~~eChief of pPolice~~ shall follow the procedures set out in DMMC ~~8.04.260~~ 8.04.270 in order to abate such animal. After the completion of such abatement procedures, an animal subject to removal from the ~~eCity~~ as provided in this section that is found within the ~~eCity~~ shall be impounded and treated as an unredeemed animal with no right of redemption by its owner or keeper.

Comment [t1]: Policy Question: Should licensing violations be excluded from 3 strike rule?

8.04.260-270 Abatement of nuisances – Procedure – Appeal.

The following procedure shall apply to the abatement of animals subject to removal, to animals not redeemable because subject to cruelty ~~as provided in DMMC 8.04.230~~, and to kennels, pet shops, and shelters in violation of DMMC ~~8.04.040~~ 8.04.070 through ~~8.04.120~~ 8.04.150:

(1) Notice shall be directed to the owner or keeper of such an animal by the ~~eChief of pPolice or the Chief's designee~~, stating the action to be taken, the basis for action, and the availability of an appeal, as provided in subsection (2) of this section. Such notice shall be served personally, or by postage paid certified mail, return receipt requested, or by posting at the last known residence or place of business of the owner or keeper. Such notice shall constitute a final order unless the owner or keeper files a written notice of appeal within 48 hours of the receipt of the notice or posting of the notice.

(2) An appeal from the notice of abatement of nuisance shall be brought to the ~~hHearing eExaminer~~. Such appeal shall be brought within 10 days of such decision and in accordance with the ~~hHearing eExaminer eCode~~; provided, however, that appeal from the decision of the ~~hHearing eExaminer~~ shall be

directly to King County superior court upon a writ of certiorari and within the time provided for appeal to superior court from a decision of the eCity eCouncil under the hHearing eExaminer eCode. During the pendency of such appeal the animal shall either be confined or, as an alternative, the owner shall post adequate monetary security to guarantee he will confine the animal. The hHearing eExaminer shall have the discretion to order either alternative, and shall have discretion to revoke the recognizance should the owner violate any provision thereof. In the event the animal is confined during the appeal to superior court, the owner shall, as a condition of such appeal, post a cost bond in an amount equivalent to the cost of maintaining the animal during the pendency of the action in superior court. Such bond shall be posted either within 10 days of commencing the action or within 10 days of revocation of the recognizance, such as the case may be.

(3) Failure to fully comply with a final order shall be a misdemeanor and, further, the eChief of pPolice or ~~the Chief's designee his authorized agent~~, shall be empowered to act to abate such nuisance or cruelty violation and the person failing to comply with such order shall become indebted to the eCity for all damages, costs, and charges incurred in the removal of such animal. Such damages, costs, and charges shall become a civil debt against the person failing to comply and shall be collectible in the same manner as any other civil debt owing to the eCity.

(4) Whenever such a public nuisance constitutes or reasonably appears to constitute an imminent or continuing danger to the public, the eChief of pPolice ~~or the Chief's designee~~ shall have authority to summarily and without notice abate the same by reasonable means. If the subject animal can be safely impounded, the ~~C~~ehief of pPolice ~~or the Chief's designee~~ shall do so, and the owner or keeper thereof shall become indebted to the ~~city~~City for all damages, costs, and charges incurred during the process of abatement. If the animal cannot be safely impounded, the eChief of pPolice ~~or the Chief's designee~~ shall have authority to slay such animal. The expense of such abatement shall likewise become a civil debt against the owner or keeper of such animal. Such summary abatement shall not limit criminal prosecution for the original violation.

8.04.270-280 Additional enforcement.

Notwithstanding the existence or use of any other remedy, the eChief of pPolice through the eCity ~~m~~Manager may seek legal or equitable relief to enjoin acts or practices and abate conditions that constitute a violation of this chapter or other regulation adopted in this chapter.

8.04.280-290 Rabies control.

(1) It is unlawful for the owner of an animal when notified that such animal has bitten a person or has injured a person as to cause an abrasion of the skin, to sell, give away, or permit or allow such animal to be taken beyond the limits of the ~~city~~City, except to a veterinary hospital, but it shall be the duty of such owner upon receiving notice of the occurrence of such bite or abrasion to immediately place such animal in a duly licensed veterinary hospital for at least 15 days or to deliver such animal to the police department or their agent for such placement; provided, upon authorization of a licensed veterinarian ~~and the Des Moines Police Department~~, such animal may be released to the custody of its owner or keeper upon the owner or keeper's undertaking to keep the same securely chained and confined to the premises

of the owner or keeper and segregated from other animals during such observation period. A member of the ~~pPolice dDepartment~~ or agent thereof receiving such animal shall immediately convey the animal to a veterinary hospital where such animal shall be securely confined for a period of at least 15 days. In case such animal is delivered to a veterinary hospital by the owner or keeper, the owner or keeper shall immediately furnish notice thereof to the ~~chief-Chief of policePolice~~. A veterinary hospital, upon the receipt of such animal, shall submit to the ~~eChief of pPolice~~ a certificate stating that the animal either:

- (a) Shows no symptoms of rabies; or
- (b) Shows symptoms of rabies.

At the expiration of the 15-day period of confinement and upon release of such animal because not rabid, a veterinary hospital shall submit to the ~~eChief of pPolice~~ a second certificate stating that the animal has been found not to be rabid and has been released. A licensed veterinarian releasing such animal to its owner or keeper for confinement during the observation period, shall at the end of the 15-day period submit a report to the ~~eChief of pPolice~~ as to the condition of such animal.

(2) Costs of maintaining an animal in a veterinary hospital shall be paid by the owner.

(3) If a fierce, dangerous, or vicious animal cannot be safely taken up and impounded, such animal may be euthanatized by the police department or any of its officers or agents.

(4) In cases where an animal that has bitten a person or caused an abrasion of the skin is euthanatized by an officer, and a period of less than 15 days has elapsed since the day the animal bit a person or caused an abrasion of the skin of a person, it is the duty of the ~~eChief of pPolice~~ or ~~the Chief's designee~~ ~~his authorized agent to deliver the brain of such animal to to contact~~ the laboratory of the State Department of Health ~~for further instruction~~.

(5) Whenever rabies among dogs becomes prevalent in western Washington or in the county, or whenever western Washington or the county are declared to be under a rabies quarantine, the ~~eCity mManager~~ may order every dog within the ~~city-City~~ inoculated, may order all dogs muzzled unless confined within a pen, and may make such other orders as may be necessitated to protect the public from this health hazard. During the time such orders are in force, the ~~eChief of pPolice~~ and ~~the Chief's designee~~ ~~his officers~~ may be ordered by the ~~eCity mManager~~ to euthanatize dogs found running at large.

(6) For the purposes of this section, a King County animal control center qualifies as a duly licensed veterinary hospital.

~~8.04.290-Disposal of dead animals.~~

~~The chief of police or his officers shall collect and dispose of all dead animals found in the city and if the owner or keeper is known, a fee set by administrative order of the city manager may be collected therefrom for such service. A fee set by administrative order of the city manager shall be charged an owner or keeper who wants his animal disposed of by the police department.~~

8.04.300 Possession of another's animal.

Anyone having in his possession an animal not owned by him, without consent of the lawful owner or custodian, shall immediately notify the ~~e~~Chief of ~~p~~Police or the Chief's designee and release such animal to ~~him or his officer~~the Chief of Police or the Chief's designee on demand without charge.

8.04.310. Prohibited acts against waterfowl.

(1) Persons. No person shall engage in the following acts toward a waterfowl: to tease, annoy, disturb, molest, catch, injure, or kill, or throw a stone or missile at or strike with a stick or weapon.

(2) Dogs. No person shall permit a dog to engage in the following acts toward a waterfowl: to disturb, molest, catch, injure, or kill a waterfowl.

(3) Violation – Penalty.

(a) No person shall violate or fail to comply with this section.

(b) A violation of or failure to comply with this section is a class 3 civil infraction.

(c) Each waterfowl that is the object of the conduct prohibited in DMMC 8.04.310 constitutes a separate offense.

8.04.310-320 Wild or exotic animals.

(1) No person shall have, keep, or maintain, in an area of the ~~city~~City, a live monkey (nonhuman primate), lion, tiger, bear, cougar, mountain lion, badger, wolf, coyote, fox, lynx, or a ~~poisonous-venomous~~ reptile or serpent, or any other dangerous, carnivorous, wild, or exotic animal or reptile.

(2) For the purpose of this section, the following terms shall have the following meanings:

(a) "Exotic" means animals of foreign origin and that are not native by birth to this community.

(b) "Wild" means an animal that generally lives in its original natural state and is not normally domesticated.

(3) Such animals will be allowed to enter or remain in the ~~e~~City on the condition that a permit be obtained from the ~~city clerk~~ Des Moines Police Department. Such permit shall only be granted upon a showing by the applicant that adequate safeguards have been instituted and will be maintained which will effectively control the dangerous or vicious propensities of such animal or reptile, eliminating danger to individuals or property and providing that the keeping or maintaining of such animal will in no way constitute a nuisance to the occupants of surrounding property.

(4) No person owning or having charge, custody, control, or possession of an animal specified in subsection (1) of this section, shall permit the same to run at large upon any street or other place, public or private or within the premises of such person, in such a manner to endanger a person lawfully entering such premises.

(5) Subsection (1) of this section shall not apply to a person keeping or maintaining or having in his possession or under his control an animal defined in that subsection when such person is transporting such animal through the ~~city~~City; provided, that he has taken adequate safeguards to protect the public, and has notified the ~~e~~Chief of ~~police~~Police of his proposed route and of the time that such trip is to take place; nor shall subsection (1) apply to a person who has custody of such animals in connection with the operation of a zoo or circus or in connection with a program of medical or scientific research; provided such person has taken adequate measures to safeguard persons and property. Whether measures taken to safeguard the public pursuant to this section are adequate shall be determined solely by the ~~chief~~Chief of ~~police~~Police or ~~the Chief's designee~~his authorized agent.

8.04.320-330 Personal obligations.

Civil penalties and costs of abatement incurred by the ~~e~~City are the personal obligations of the animal owner or keeper. The ~~e~~City ~~a~~Attorney may collect such civil penalties and abatement costs by use of appropriate legal remedies.

8.04.330-340 Violation – Penalty.

(1) No person shall violate or fail to comply with this chapter or, as owner or keeper, cause, allow, or intentionally or negligently permit animals under such person's control to be in violation of this chapter.

(2) A first violation of or failure to comply with this section within a 12-month period with respect to the same animal is a class ~~6-4~~4 civil infraction.

(3) A second violation of or failure to comply with this section within a 12-month period with respect to the same animal is a class ~~5-3~~3 civil infraction.

(4) A third or subsequent violation of or failure to comply with this section within a 12-month period with respect to the same animal is a class ~~3-2~~2 civil infraction; provided, that a third or subsequent violation of or failure to comply with the provisions of DMMC ~~8.04.210~~(7) or (8) within a 12-month period with respect to the same animal is a class 1 civil infraction.

Chapter 8.08

OFFENSES AGAINST WATERFOWL

Sections

~~8.08.010~~ Definitions.

~~8.08.020~~ Prohibited acts—Persons.

~~8.08.030~~ Prohibited acts—Dogs.

~~8.08.040~~ Violation—Penalty.

8.08.010 Definitions.

(1) ~~Use of Words and Phrases.~~ As used in this chapter, unless the context or subject matter clearly requires otherwise, the words or phrases defined in this section shall have the indicated meanings.

(2) ~~"Permit"~~ means ownership, accompaniment, or control of a dog that disturbs, molests, catches, injures, or kills a waterfowl.

(3) ~~"Waterfowl"~~ means a warm-blooded vertebrate of the class Aves, having a body covered with feathers and forelimbs modified into wings (birds) that have aquatic characteristics in their natural state, and includes without limitation, ducks, geese, sea gulls, and the like. [Ord. 926 § 1, 1992.]

8.08.020 Prohibited acts—Persons.

~~No person shall engage in the following acts toward a waterfowl: to tease, annoy, disturb, molest, catch, injure, or kill, or throw a stone or missile at or strike with a stick or weapon. [Ord. 926 § 2, 1992.]~~

8.08.030 Prohibited acts—Dogs.

~~No person shall permit a dog to engage in the following acts toward a waterfowl: to disturb, molest, catch, injure, or kill a waterfowl. [Ord. 926 § 3, 1992.]~~

8.08.040 Violation—Penalty.

(1) ~~No person shall violate or fail to comply with this chapter.~~

(2) ~~A violation of or failure to comply with this section is a class 3 civil infraction.~~

(3) ~~Each waterfowl that is the object of the conduct prohibited in DMMC 8.08.020 and 8.08.030 constitutes a separate offense. [Ord. 1009 § 46, 1993; Ord. 926 §§ 4, 5, 1992.]~~

Chapter 8.16 DANGEROUS AND POTENTIALLY DANGEROUS DOGS

Sections

[8.16.010 Title](#)

[8.16.020 Application](#)

[8.16.030 Purpose](#)

[8.16.040 Authority](#)

[8.16.050](#) Special license and certificate required.

~~8.16.020-8.16.060~~ Certificate – Issuance upon compliance.

~~8.16.030-8.16.070~~ Findings and declaration – Probable cause.

~~8.16.040-8.16.080~~ Declaration – Service to owner in writing.

~~8.16.050-8.16.090~~ Declaration – Information required.

~~8.16.060-8.16.100~~ Declaration – Appeal – Hearing – Procedure.

~~8.16.070-8.16.110~~ Declaration – Impoundment pending appeal.

~~8.16.080-8.16.120~~ Special license requirements – Fees and renewals.

~~8.16.090-8.16.130~~ Special license requirements – Information required.

~~8.16.100-8.16.140~~ Noncompliance with confinement regulation.

~~8.16.140-8.16.150~~ Potentially dangerous dog – Failure to obtain license and certificate.

~~8.16.120-8.16.160~~ Dangerous dog – Failure to obtain license and certificate.

~~8.16.130-8.16.170~~ Impoundment for failure to obtain license or certificate.

~~8.16.140-8.16.180~~ Immediate impoundment – Conditions warranting.

~~8.16.150-8.16.190~~ Impoundment for biting.

~~8.16.160-8.16.200~~ Dogs exempted – Effect of trespass or tort.

~~8.16.170-8.16.210~~ Limitations on ownership of potentially dangerous dogs and dangerous dogs – Reporting requirements.

~~8.16.180-8.16.220~~ Potentially dangerous dog, dangerous dog, special license fees.

~~8.16.190-8.16.230~~ Immunity.

~~8.16.200-8.16.240~~ Violation – Penalty.

8.16.010- Title. This chapter shall be entitled "Dangerous and Potentially Dangerous Dogs."

8.16.020. Application. The provisions of this chapter shall apply to all chapters contained within Title 8 DMMC.

8.16.030. Purpose. The purpose of this chapter is to provide regulations and penalties for dangerous and potentially dangerous dogs and to promote the public health, safety, and general welfare in accordance with the standards established in this Title and set forth in chapter 16.08 RCW.

8.16.040. Authority. This chapter is adopted pursuant to the general police powers granted to the City pursuant to chapter 35A.13 RCW and other applicable laws.

8.16.050 Special license and certificate required.

It is unlawful for an owner or keeper to harbor a potentially dangerous dog or dangerous dog in the eCity without first having obtained a special license and certificate of registration ~~therefor~~, that must be obtained within 30 days of the date of declaration as provided in DMMC ~~8.16.030~~ **8.16.070**.

8.16.020-060 Certificate – Issuance upon compliance.

A certificate of registration shall be issued by the eCity upon a showing of compliance with the following:

- (1) Placement of a proper enclosure on the owner's or keeper's property to confine the dog and the posting on the premises where the dog is harbored of a clearly visible warning sign that there is a potentially dangerous or dangerous dog on the property; and
- (2) A conspicuously displayed sign on the premises where the dog is harbored with a warning symbol that informs children or adults who cannot read of the presence of a potentially dangerous or dangerous dog; and, either:
- (3) For potentially dangerous dogs: A surety bond issued by a surety insurer qualified under chapter 48.28 RCW in a sum of not less than \$100,000 payable to a person injured by the dog(s); or a policy of

liability insurance issued by an insurer qualified under Title 48 RCW in an amount not less than \$100,000, insuring the owner or keeper for personal injuries inflicted by the dog(s); or

(4) For dangerous dogs: A surety bond issued by a surety insurer qualified under chapter 48.28 RCW in a sum of not less than \$250,000 payable to a person injured by the dog(s); or a policy of liability insurance issued by an insurer qualified under Title 48 RCW in an amount not less than \$250,000, insuring the owner or keeper for personal injuries inflicted by the dog(s);

(5) A certificate issued to satisfy the insurance requirements of this chapter shall provide for written notice to the eCity within 30 days of cancellation, reduction of limits, or termination of coverage;

(6) Any unaltered dog may not be redeemed by any person or issued a certificate of registration until the dog is spayed or neutered. In all cases, the veterinarian fee shall be paid prior to the redemption of the dog by the dog's owner or keeper.

8.16.030-070 Findings and declaration – Probable cause.

The animal control authority may find and declare an animal potentially dangerous or dangerous if it has probable cause to believe that the animal falls within the definition set forth in DMMC ~~8.04.02~~ 8.04.050. For the purposes of this chapter probable cause may include:

(1) The written complaint of a citizen who is willing to testify that the animal has acted in a manner which causes it to fall within the definition in DMMC ~~8.04.02~~ 8.04.050; or

(2) Dog bite reports filed with the animal control authority as required by this chapter or state law; or

(3) Actions of the dog witnessed by any animal control officer or law enforcement officer; or

(4) A verified report that the animal previously has been found to be either potentially dangerous or dangerous by any animal control authority; or

(5) Other substantial evidence admissible in a court of law.

8.16.040-080 Declaration – Service to owner in writing.

The declaration shall be in writing, and shall be served on the owner or keeper in one of the following methods:

(1) Certified mail to the owner's or keeper's last known address, if known; or

(2) Personally; or

(3) If the owner or keeper cannot be located by one of the first two methods, by publication in a newspaper of general circulation;

(4) The owner or keeper of any animal found to be a potentially dangerous or dangerous dog under this section shall be assessed all service costs expended under this subsection.

8.16.050-090 Declaration – Information required.

The declaration set forth in DMMC ~~8-16-040~~ 8.16.080 shall state at least:

- (1) A description of the animal;
- (2) The name and address of the owner or keeper of the animal, if known;
- (3) The whereabouts of the animal if it is not in the custody of the owner or keeper;
- (4) The facts upon which the declaration is based;
- (5) The availability of a hearing in case the person objects to the declaration, if a request is made within five days;
- (6) The restrictions placed on the animal as a result of the declaration; and
- (7) The penalties for violation of the restrictions, including the possibility of destruction of the animal, and imprisonment or fining of the owner or keeper.

8.16.060-100 Declaration – Appeal – Hearing – Procedure.

If the owner or keeper of the animal wishes to contest the declaration, the following procedures shall apply:

- (1) The owner or keeper shall, within five days of receipt of the declaration, or within five days of the publication of the declaration pursuant to DMMC ~~8-16-040~~ 8.16.080(3), request a hearing before the municipal court of the city City. Failure to exhaust this administrative appeal process shall be a bar to further action in superior court. Any appeal taken from the decision of the Des Moines mMunicipal eCourt shall be in accordance with the Rules for Appeal of the Decisions of Courts of Limited Jurisdiction as presently constituted or as may be subsequently amended and designated.
- (2) If the Des Moines mMunicipal eCourt finds by a preponderance of the evidence that the animal is dangerous or potentially dangerous, the declaration shall be affirmed.
- (3) If the Des Moines mMunicipal eCourt does not find by a preponderance of the evidence that the animal is dangerous or potentially dangerous, the declaration shall be rescinded, and the restrictions imposed thereby annulled.
- (4) If the Des Moines mMunicipal eCourt finds that the animal is not a potentially dangerous or dangerous dog, no costs shall be assessed against the eCity or the animal control authority or officer.

8.16.070-110 Declaration – Impoundment pending appeal.

Following service of a declaration of potentially dangerous or dangerous dog, and pending appeal under DMMC [8.16.060](#), the animal control authority may, if circumstances require, impound the animal at the owner's or keeper's expense, pursuant to the provisions of this chapter, until the Des Moines ~~municipal~~ [Municipal eCourt](#) or a higher court of competent jurisdiction orders either its redemption or destruction.

~~8.16.080-120~~ Special license requirements – Fees and renewals.

The owner or keeper of a potentially dangerous or dangerous dog shall obtain a special license for such dog from the animal control authority, and shall be required to pay the fee for such license in the amount set forth in this chapter, or as may be subsequently amended. In addition, the owner or keeper of such dog shall pay an annual renewal fee for such license in the amount set forth in this chapter, or as may be subsequently amended. Annual renewal of any special license shall be conditioned on compliance with the requirements of this chapter. The animal control authority shall be authorized to pro rate such fee for the remainder of the first year during which an animal becomes subject to the registration requirements of this chapter, if no question of registration or license avoidance exists.

~~8.16.090-130~~ Special license requirements – Information required.

The owner or keeper of a dog that is subject to a special license shall furnish the following information along with the appropriate special license fee:

- (1) The animal's age, weight, coloring, breed, and any other special identifying characteristics;
- (2) Two 3" x 5" color photographs of the animal;
- (3) Proof of placement of a tattoo or microchip, consisting of the owner's or keeper's Social Security number or current contact information, in a location as deemed fit by a licensed veterinarian;
- (4) Proof of current rabies vaccination for the animal; and, either:
 - (5) For potentially dangerous dogs: a certification under penalty of perjury that the animal has not been previously found to be a potentially dangerous or dangerous dog; or
 - (6) For dangerous dogs: a certification under penalty of perjury that the animal has not been removed from another jurisdiction to avoid any penalties arising from the animal's previous status.

~~8.16.400-140~~ Noncompliance with confinement regulation.

An owner or keeper of a potentially dangerous dog or dangerous dog who fails to comply with the requirements of this chapter related to confinement in a proper enclosure, or posting of warning notices shall be guilty of a violation of this chapter.

~~8.16.440-150~~ Potentially dangerous dog – Failure to obtain license and certificate.

Any owner or keeper of a potentially dangerous dog who fails to obtain a special license and certificate of registration, or renewal, for such dog as required in this section shall be assessed a civil penalty or shall be guilty of a gross misdemeanor in accordance with DMMC ~~8.16.200~~ [8.16.240](#); provided, however, that

no prosecution shall be commenced until five days have elapsed from the date such owner or keeper is notified by the animal control authority that such license or renewal for such potentially dangerous dog is required, or until any appeal brought under that section has been completed, whichever is later.

8.16.120-160 Dangerous dog – Failure to obtain license and certificate.

Any owner or keeper of a dangerous dog who fails to obtain a special license and certificate of registration, or renewal, for such dog as required in this section shall be assessed a civil penalty or shall be guilty of a gross misdemeanor in accordance with DMMC ~~8.16.200~~ 8.16.240; provided, however, that no prosecution shall be commenced until five days have elapsed from the date such owner or keeper is notified by the animal control authority that such license or renewal for such dangerous dog is required.

8.16.130-170 Impoundment for failure to obtain license or certificate.

Any dangerous dog or potentially dangerous dog for which a special license and certificate of registration, or renewal, has not been obtained by its owner or keeper, pursuant to DMMC 8.16.110 and 8.16.120, is subject to being impounded by the animal control authority. In addition to any other civil penalty imposed by this chapter, the owner or keeper of any potentially dangerous dog or dangerous dog so impounded shall be subject to a civil penalty in the amount of ~~\$40~~ \$20.00 per day for each day such dog remains impounded with the animal control authority. Any potentially dangerous dog or dangerous dog which is impounded due to the failure of the owner or keeper of such dog to obtain the required license or certificate of registration, and which remains impounded for a period of at least 20 days due to the failure of the owner or keeper to obtain such license or certificate of registration, or renewal, may be destroyed in an expeditious and humane manner by the animal control authority.

8.16.140-180 Immediate impoundment – Conditions warranting.

(1) Any dangerous dog shall and any potentially dangerous dog may be immediately impounded by an animal control authority if:

- (a) The dog is not validly registered under this chapter; or
- (b) The owner or keeper does not secure or maintain the liability insurance coverage required under this chapter; or
- (c) The dog is not maintained in a proper enclosure; or
- (d) The dog is outside of the dwelling of the owner or keeper, or outside of the proper enclosure, and not muzzled or under proper physical restraint by the responsible person; or
- (e) The dog is otherwise in violation of registration or licensing provisions of this chapter.

(2) In addition to such impound, the owner or keeper of such animal shall be deemed guilty of a criminal offense and assessed a civil penalty or shall be guilty of a gross misdemeanor in accordance with DMMC ~~8.16.200~~ 8.16.240; provided, however, that no prosecution shall be commenced until five days have elapsed from the date such owner or keeper is notified by the animal control authority that such license or

renewal for such potentially dangerous dog is required, or until any appeal brought under that section has been completed, whichever is later. The owner or keeper of any dog impounded under this subsection may redeem such dog from the animal control authority only upon proof of a valid special license and registration, proof that all required conditions under this chapter have been met, and payment of \$20.00 per day for each day such dog has been in the control of the animal control authority; provided, however, that in the event the owner or keeper has not redeemed such dog within 10 days of being notified of the impound, the dog shall be destroyed in an expeditious and humane manner and the owner or keeper shall be assessed an additional civil penalty in the amount of \$50.00 for the cost of destroying such dog.

8.16.150-190 Impoundment for biting.

If a dog classified as a dangerous dog bites a person or another domestic animal, such dog shall be immediately impounded by the animal control authority, placed in quarantine for the proper length of time, and thereafter destroyed in an expeditious and humane manner. Any such animal which is deemed uncatchable by the animal control authority may be killed by such official if no other reasonable means of capture is available or such animal continues to be a threat to persons or domestic animals. Reasonable means of capture may include the use of tranquilizers which, depending upon the animal's age, size, and physical condition, may cause death. The owner or keeper of any dangerous dog impounded and destroyed pursuant to this section shall be assessed, in addition to the actual costs of the quarantine, a civil penalty in the amount of \$20.00 per day for each day such dangerous dog is quarantined by the animal control authority and in the amount of \$50.00 for the cost of destroying such dangerous dog.

8.16.160-200 Dogs exempted – Effect of trespass or tort.

The requirements of this chapter related to potentially dangerous and dangerous dogs shall not apply to dogs registered for use by law enforcement officials for police work, whether or not such animal is maintained at its handler's residence, or to animals held in quarantine by a licensed veterinarian. Further, dogs shall not be declared potentially dangerous or dangerous if the threat, injury, or damage was sustained by a person who, at the time, was committing a wilful trespass or other tort upon the premises occupied by the owner or keeper of the dog or was tormenting, abusing, or assaulting the dog or has, in the past, been observed or reported to have tormented, abused, or assaulted the dog or was committing or attempting to commit a crime.

8.16.170-210 Limitations on ownership of potentially dangerous dogs and dangerous dogs – Reporting requirements.

(1) It is unlawful for an owner or keeper of a potentially dangerous dog or dangerous dog to permit such animal to be outside the proper enclosure, unless the dog is muzzled and restrained by a substantial chain or leash not longer than 48 inches and under the physical control of a person 18 years of age or older who is capable of restraining such animal. The muzzle shall be constructed so that it will not cause injury to the dog or interfere with its vision or respiration. Such muzzle shall be constructed so that it will prevent the dog from biting any person or animal. Such dogs shall not be leashed or otherwise tied or tethered to inanimate objects, such as trees, posts, buildings, mail boxes, newspaper vending machines, and the like. Dangerous dogs and potentially dangerous dogs shall wear a bright orange collar, not less than two inches in width, at all times.

(2) It is unlawful for any person under the age of 18 years to own or keep a potentially dangerous or dangerous dog within the eCity limits.

(3) It is unlawful for any person to own or keep more than one potentially dangerous or dangerous dog within the eCity limits.

(4) It is unlawful to transfer ownership of a potentially dangerous or dangerous dog within the eCity limits unless the recipient has complied with the registration and licensing requirements of this chapter for such animal.

(5) It is unlawful to keep or maintain the offspring of a dangerous dog within the eCity for more than eight weeks following the birth of such offspring unless the offspring are registered as potentially dangerous dogs under this chapter.

(6) It is unlawful for the owner or keeper of any animal which is subject to any licensing requirements of the eCity to fail to report any bites or injuries suffered by any person or domestic animal as a result of an attack incident or other contact with such animal, regardless of the geographical location where such attack, incident or other contact occurs.

(7) It is unlawful for any owner or keeper of any dangerous or potentially dangerous dog to fail to immediately notify the animal control authority in writing of:

(a) The removal from the eCity or death of any dog registered under this chapter, including the address and contact information for the relocation of the dog outside the eCity limits; or

(b) The birth of offspring of any dog licensed under this chapter; or

(c) The new address of the owner or keeper of any dog registered under this chapter should such person move within the eCity limits.

(8) Failure to Comply. Any person who fails to comply with the mandatory or prohibitory provisions of this section shall be subject to the penalties as provided in DMMC [8-16-200 8.16.240](#).

8.16.180-220 Potentially dangerous dog, dangerous dog, special license fees.

(1) The special license fee for each potentially dangerous dog to be licensed under this chapter is \$250.00. The annual renewal fee for each potentially dangerous dog licensed under this chapter is \$100.00.

(2) The special license fee for each dangerous dog to be licensed under this chapter is \$250.00. The annual renewal fee for each dangerous dog licensed under this chapter is \$100.00.

8.16.190-230 Immunity.

The eCity, the animal control authority, and any animal control officer executing the responsibilities set forth in this chapter shall be immune from all civil liability for an action or actions taken pursuant to this

chapter, or for failure to take action to enforce the provisions of this chapter. It is not the purpose or intent of this chapter to create on the part of the City, its officers, employees, agents, or volunteers a special duty or relationship toward a specific class of individuals. This chapter has been enacted for the safety and welfare of the public as a whole.

8.16.290-240 Violation – Penalty.

(1) No person shall violate or fail to comply with this chapter.

(2) A first violation of or failure to comply with this chapter within a 12-month period is a class 3 civil infraction.

(3) A second violation of or failure to comply with this chapter within a 12-month period is a class 1 civil infraction.

(4) A third or subsequent violation of or failure to comply with this chapter within a 12-month period is a gross misdemeanor.

PS&T Meeting – May 9th, 2013

Proposed changes to the 20 year Transportation Improvement Plan (TIP) – Initial Discussion

Highlights of Proposed changes:

- No changes in priority to the top 17 projects
- Proposing to Elevate the following project:
 - Redondo Parking Study to 18 from 19

- Proposing new projects:
 - South 236th Lane between SR-99 and HCC at 19

- Proposing to lower the following projects:
 - Downtown Des Moines Improvements from 18 to 20

Transportation Improvement Plan

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											Phase Start (mm/dd/yyyy)	Fund Source Information					2015	2016	2017	2018-2020	2021-2024	2025-2034	Envir. Type	R/W Required Date (mm/yy)	
												Federal Funding		State Funding		Local Funds									Total Funds
												Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds										
00	1	1	PRES.-1.0	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.	PRES.-5.0 TRAF.-3.0 TRAF.-4.0	07	S		C S G W O P T	PE RW CN	8/1/2012 4/1/2013					4800 24000	4800 24000	240 1200	240 1200	240 1200	720 3600	960 4800	2400 12000		
TOTALS											0	0	28800	28800	1440	1440	1440	4320	5760	14400					
00	2	2	TRAF.-2.0	Traffic Signal Program Citywide Replace and upgrade the City's Traffic Signal Systems to be compliant with MUTCD updates. This program is primarily funded through the City's Street Fund.	TRAF. -5.1	12	S		S W T C G P	PE RW CN	1/1/2010				20 200	20 200	1 10	1 10	1 10	3 30	4 40	10 100			
TOTALS											0	0	220	220	11	11	11	33	44	110					
00	3	3	TRAF.-1.0	Sign Changeout Program Citywide Replace and upgrade the City traffic signs to be compliant with MUTCD updates. This program is primarily funded through the City's Street Fund.	TRAF. -5.1	12	S			PE RW CN	1/1/2007				0 0 21	0 0 21	5 5	5 5	5 5	6 6					
TOTALS											0	0	21	21	5	5	5	6	0	0					
14	4	4	TIF-1.2	S. 216th Street Improvement (Segment 2) Transportation Gateway Project (1 of 4 projects) South 216th Street from: 24 Ave. S. to: 18th Ave. S. Widen to provide additional travel lanes, bike lanes, curb, gutter & sidewalks. Partially funded through development. Signal rebuild @ 24th Ave. S. & S. 216th.	TIF-1.1 TIF-1.3 TIF-2.0 TIF-3.0 ITS-3.0	06 12 04 32 03	P	0.34	C S G T W P	PE RW CN	1/1/2009 1/1/2010 6/1/2011				100 0 250	100 0 500	100 500							CE	Yes 7/12
TOTALS											0	250	350	600	600	0	0	0	0	0	0				
14	5	5	TIF-2.0	24th Ave. S. Improvement (Segment 2) Transportation Gateway Project (1 of 4 projects) 24th Avenue South from: S. 208th St. to: S. 216th St. Widen to provide additional travel lanes, bike lanes, curb, gutter & sidewalks. Partially funded through development.	TIF-1.1 TIF-1.2 TIF-3.0 ITS-3.0 (SEA-TAC ST-131)	04 06 12 32 03	P	0.53	C S G P T W	PE RW CN	1/1/2009 1/1/2011 8/1/2013	STP(E)	3000		750 4500	750 7500	4500							CE	Yes 3/12
TOTALS											3000	0	5250	8250	4500	0	0	0	0	0					
14	6	6	TIF-1.1a	S. 216th Street Improvement (Segment 1a) Transportation Gateway Project (1 of 4 projects) South 216th Street from: SR-99 to: 24th Ave. S. Widen to provide additional travel lanes, bike lanes, curb, gutter & sidewalks. Signal rebuild @ S.216th & Pac Hwy S. Partially funded through development.	TIF-1.1b TIF-1.2 TIF-2.0 TIF-3.0 ITS-3.0	12 06 04 32 03	P	0.50	C S G P T W	PE RW CN	1/1/2009 1/1/2010 5/1/2014	STP(E)	1000	OTHER	1000	800 1250 3000	800 1250 5000	200 350	200 400	300 500 3000	100 2000			CE	Yes 12/13
TOTALS											1000	1000	5050	7050	550	600	3800	2100	0	0					
14	7	7	TIF-10.0	Des Moines Memorial Drive & S. 200th St. Intersection Improvements from: DMMD to: S. 200th St. Widen to provide left turn lanes on all legs, and right turn lane on east leg. Rebuild traffic signal and provide channelization improvements. The improvements would be done in partnership with Sea Tac.	S-3.0 SeaTac ST-065 (SeaTac Priority 14)	05 12 06	P		C S G T W P	PE RW CN	1/1/2016 1/1/2017 1/1/2017		OTHER OTHER OTHER		350 20 850	350 100 1100			350 100		1100		CE	Yes	
TOTALS											0	930	620	1550	0	0	450	1100	0	0					

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											Fund Source Information						2015	2016	2017	2018-2020	2021-2024	2025-2034	Envir. Type	R/W Required Date (mm/yy)				
											Federal Funding		State Funding		Local Funds	Total Funds												
											Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds														
16	8	8	S-26.0	24th Ave. S./28th Ave. S. Road Improvement 24th Avenue South from: S. 208th St. to: S. 200th St. Coordinate with City of SeaTac on the construction of a new Principal Arterial roadway.	TIF-2.0 (SeaTac ST-131) (SeaTac Priority 2)	01 05 06 12 32	P		C S G R W P T C N W	PE RW CN	1/1/2012 1/1/2013 1/1/2015					40	40	20	20						CE	SeaTac		
TOTALS											0	0	140	140	20	120	0	0	0	0								
00	9	9	TRAF.-5.1	Citywide Arterial Street Improvements Citywide Improve arterial street safety through 4 main focus areas. 1) upgrade Arterial intersection street name signs with 6" text and retroreflective sheeting, 2) upgrade signal heads with backplates and reflective yellow tape, 3) replace arterial pavement markings (arrows, stop bars, and crosswalks) thermoplastic that is more retroreflective.	TRAF.-5.0	03 06 12	P		C G P S T W	PE RW CN	1/1/2011 5/1/2013			15	235			15	110	95	30							
TOTALS											0	250	0	0	125	95	30	0	0	0								
00	10	10	TRAF.-5.0	Traffic Safety Improvement Program 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.	TRAF. -5.1	03 06 12	P		C G P S T W	PE RW CN	1/1/2011 3/1/2011			140	935	140	0	20	10	8	18	24	60					
TOTALS											0	0	1075	1075	220	220	108	93	124	310								
17	11	11	PRES.-3.0	Saltwater Bridge Repairs & Seismic Retrofit Marine View Drive from: to: Seismic retrofit; patch and repair spalling areas; replace pin and hanger connection detail.	N/A	10	P	0.30	C G W P S T W	PE RW CN	8/1/2013 11/1/2014	BR BR	650 2300	OTHER OTHER	600 2750	450 250	1700 5300	2300							CE	No		
TOTALS											2950	3350	700	7000	2300	0	0	0	0	0								
00	12	12	PRES.-5.0	Sidewalk and Curb Ramp Program Citywide Installation of pedestrian improvements.	PRES.-1.0	12 32	P		C G S P T W	PE RW CN	1/1/2011 5/1/2011				148	772	148	0	2	18	2	18	4	36	200	500		
TOTALS											0	0	920	920	20	0	20	40	240	600								
00	13	13	TRAF.-4.0	Guardrail Program Citywide Install new guardrail and upgrade existing installations.	PRES.-1.0	03 12 06	P		C G P S T W	PE RW CN	1/1/2011 5/1/2011				6	99	6	0	2	33		4	66					
TOTALS											0	0	105	105	35	0	0	70	0	0								
00	14	14	S-25.0	Sound Transit - Link Light Rail from: S. 216th St. to: S. 272nd St. Coordination on Link Light Rail Alignment		23	P			PE RW CN	1/1/2011				300	300	300	0	30	110	110	50				ST		
TOTALS											0	0	300	300	30	110	110	50	0	0								

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											Phase Start (mm/dd/yyyy)	Fund Source Information					2015	2016	2017	2018-2020	2021-2024	2025-2034	Envir. Type	R/W Required Date (mm/yy)		
												Federal Funding		State Funding		Local Funds									Total Funds	
												Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds											
00	15	15	TRAIL-2.0	Barnes Creek Nature Trail Following SR 509 Right-of-Way from: Highline C.C. to: Des Moines Creek Trail Construct shared use path/trail along old SR509 row (just west of 16th Ave S.) This trail w/connect to DM Creek Trail thru Des Moines Creek Business Park link.	TRAIL-1.0 © TIF-6.0	013213	P	1.20	C W T R W C N S P G	PE RW CN	1/1/2012 1/1/2011 1/1/2014	STP(E)	800	OTHER OTHER	50 500 500	350 500	400 500 1900	350 500	50		1900			CE	Yes 1/13	
TOTALS											800	1050	950	2800	850	50	0	1900	0	0						
17	16	16	PRNIP-S2.0	S. 224th St. Improvements Pacific Ridge NIP S2 from: Pacific Highway South to: 30th Ave. S. Reconstruct roadway. Complete curb, gutter, and sidewalk improvements	PRNIP-S3.0 S-22.0	03123232	P		S W T C G P	PE RW CN			270	CDBG		180 0 400	180	400								
TOTALS											270	0	310	580	580	0	0	0	0	0	0					
17	17	17	S-5.0	South 223rd Street Improvement Project South 223rd Street from: Marine View Dr. S. to: 24th Ave. S. Reconstruct to neighborhood collector standards incl. bike lanes, curbs, gutters and sidewalks. Improve sight distance.		05061232	P	1.02	C S G P T W	PE RW CN			OTHER OTHER	300 4000	200 4000	500 8000							500 8000			
TOTALS											0	4300	4200	8500	0	0	0	0	0	8500						
00	19	18	PL-5.0	Parking Management Plan Redondo from: to: Develop a parking management plan strategy and apply program and actions.	PL-1.0	1231	P			PE RW CN	1/1/2012				100	100 0 0		50	50							
TOTALS											0	0	100	100	0	50	50	0	0	0						
00		19	NEW	South 236th Lane South 236th Lane from: SR-99 to: Highline Comm College Exapnd roadway for eastbound travel as well as sidewalk, curb, and gutter on both sides, work with Kent on SR-99/236th Ln traffic signal. (Developed by others)					C G S P T W	PE RW CN					0 0 0											
TOTALS											0	0	0	0	0	0	0	0	0	0						
00	18	20	S-24.0	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 from S.227th to S.223rd. May include street & water distribution upgrades.		123203	P	2.19	C G S P T W	PE RW CN					700 3500	700 3500 0						700 3500				
TOTALS											0	0	4200	4200	0	0	0	0	4200	0						
14	20	21	TIF-20.0	Marine View Dr. ITS Project from: Kent-Des Moines Road to: DMMD Coordinate and optimize signal timing by installing fiber optic signal communications.	ITS-1.0	12	P		S W T C G P	PE RW CN	10/1/2010 1/1/2012		OTHER	150	100	30 250	30 250	5 10	5 10	10 20	10 210					
TOTALS											0	150	130	280	15	15	30	220	0	0						
00	21	22	ITS-1.0	Traffic Management Center (TMC) Citywide/Public Works - Engineering Develop TMC for direct communication and coordination with WSDOT and King County Traffic Management Centers. Implement Citywide ITS program.	ITS-2.0 © ITS-3.0 © TIF-20.0	12	P			PE RW CN	1/1/2012 6/1/2014				10 50	10 50			10 50							
TOTALS											0	0	60	60	0	0	60	0	0	60	0	0	0	0		

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											Fund Source Information						2015	2016	2017	2018-2020	2021-2024	2025-2034	Envir. Type	R/W Required Date (mm/yy)		
											Federal Funding		State Funding		Local Funds	Total Funds										
											Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds												
16	29	30	S-21.1	South 240th St. Improvements (Segment 1) South 240th Street from: East City Limits to: 16th Ave .S. Reconstruct roadway including two travel lanes, bicycle lanes, curb, gutter and sidewalks.	TIF-4.3 TIF-4.5 TIF-19.0 S-21.2	05 06 12 32	P	1.02	C S G P T W	PE RW CN	Phase Start (mm/dd/yyyy)	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	2015	2016	2017	2018-2020	2021-2024	2025-2034	Envir. Type	R/W Required Date (mm/yy)	
											TOTALS			OTHER	2000	1000	3000	0	0	0	0	3500	0			
17	30	31	TIF-6.0	16th Ave.S./18th Ave. S. Road Improvement Following along old SR 509 Right-of-Way 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.	TRAIL-2.0 S-16.0	01 05 06 12 32	P	0.25	C S G P T W	PE RW CN	TOTALS			OTHER	300	300	600	0	0	0	600	0	0			
											TOTALS			OTHER	2200	500	2700	0	0	0	2700	0	0			
19	31	32	TRAF.-3.0	Neighborhood Traffic Calming Program Citywide Respond to traffic calming concerns.	PRES.-1.0	12	P		C P S G T W	PE RW CN	1/1/2011					200	200	10	10	10	30	40	100			
											5/1/2011				800	800	40	40	40	120	160	400				
											TOTALS			0	0	1000	1000	50	50	50	150	200	500			
00	32	33	PL-2.0	Downtown Circulation Study from: to: Develop a plan to maximize multi-modal use, pedestrian access and traffic operations.	PL-1.0 PL-3.0	12	P			PE RW CN	1/1/2011					100	100		50	50						
											TOTALS			0	0	100	100	0	50	50	0	0	0			
00	33	34	PL-3.0	Parking Management Plan Downtown from: to: Develop a parking management plan strategy and apply program and actions.	PL-1.0 PL-2.0	12	P			PE RW CN	1/1/2011					100	100		80	20						
											TOTALS			0	0	100	100	0	80	20	0	0	0			
17	34	35	S-8.0	Redondo Way Sidewalk Project Redondo Way South from: Redondo Beach Dr. to: Sound View Drive Install curb, gutter, & sidewalk on north side of Redondo Way between Redondo Beach Drive and Sound View Drive	INT-5.0	06 12 32	P	0.10	C G P S T W	PE RW CN	1/1/2017					50	50				25	25				
											TOTALS			0	0	310	310	0	0	0	25	285	0			
14	35	36	TIF-1.3	S. 216th St. Improvement Project (Segment 3) South 216th Street from: 18th Ave. S. to: 11th Ave. S. Widen to provide center turn lane, bike lanes, curb, gutter & sidewalks. Partially funded through development.	TIF-1.2 TIF-1.4 © ITS-3.0 ©	05 06 12 32	P	0.59	C G P S T W	PE RW CN	1/1/2018			OTHER	350	220	570		200	370						
											TOTALS			OTHER	1400	1450	2850			230	2850					
16	36	37	TIF-3.0	24th Ave. S. Improvement Project (Segment 1) 24th Avenue South from: S. 216th St. to: Kent-Des Moines Road Sidewalk, curb, gutter & drainage improvements. Provide 2-way left turn lane.	TIF-2.0 INT-1.0	05 06 12 32	P	0.87	C S G P T W	PE RW CN	TOTALS			OTHER	600	400	1000					1000				
											TOTALS			OTHER	250	250	500					500				
											TOTALS			OTHER	3000	1300	4300					4300				
											TOTALS			0	3850	1950	5800	0	0	0	0	5800	0			

Agency: City of Des Moines, WA
 County No.: 17 County Name: King County
 City No.: 0325 MPO/RTPO: PSRC

Transportation Improvement Plan

From: 2015 To: 2034
 Hearing Date: Adoption Date:
 Amend Date: Resolution Number:

Functional Classification	Current Priority No.	Proposed Priority No.	City Project Number	Project Identification	Coordination with other City Project (Numbers)	Improvement Type(s)	Status	Total Length	Utility Codes	Project Phase	Project Cost in Thousands of Dollars						Local Agency Expenditure Schedule (Year)						Federally Funded Projects Only	
											Phase Start (mm/dd/yyyy)	Fund Source Information					2015	2016	2017	2018-2020	2021-2024	2025-2034	Envir. Type	R/W Required Date (mm/yy)
												Federal Funding		State Funding										
												Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds								
14	37	38	S-1.0	Des Moines Memorial Drive Improvement Des Moines Memorial Drive 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.	INT-3.0 INT-4.0 TIF-11.0	05 12 06 32	P	0.91	G C P R W C N S T W	PE RW CN				OTHER 250 OTHER 200 OTHER 3100	500 150 800	750 350 3900					750 350 3900			
TOTALS											0	0	0	0	5000	0								
14	38	39	TIF-11.0	Des Moines Memorial Drive and Marine View Dr. Intersection Improvements from: to: Lengthen approach lanes, coordinate signal with MVD and 7th/216th. Consider possibility of a Round-About.	TIF-18.0 TIF-20.0 S-1.0	03 12	P		S W T C G P	PE RW CN				OTHER 100 OTHER 60 OTHER 1600	300 40 400	400 100 2000					400 100 2000			
TOTALS											0	0	0	0	2500	0								
14	39	40	TIF-18.0	Marine View Dr. and 7th/216th Street Intersection Improvements from: to: Optimize signal timing, and coordinate signal with DMMD and MVD intersection.	TIF-11.0 TIF-20.0	03 12	P		S W T C G P	PE RW CN					30 270	30 270 0					30 270			
TOTALS											0	0	0	0	300	300	0							
16	40	41	S-2.1	8th Ave. S. Improvement Project (Segment 1) 8th Avenue South (North Hill) from: North City Limits to: S. 200th Street Reconstruct to Minor Arterial standards including bike lanes, curbs, gutters, and sidewalks.	S-2.2 S-3.0 TIF-17.0	05 12 06 32	P	1.00	C S G P T W	PE RW CN					700 2500	700 2500 0			200	500 2500				
TOTALS											0	0	0	200	3000	0								
14	41	42	TIF-5.3	Kent-Des Moines Road (Segment 3) (SR 516) from: Marine View Drive to: 16th Ave. South Widen roadway to provide pedestrian facilities and additional lanes where warranted.	TIF-5.1 TIF-13.0	05 12 06 32	P	0.78	C S G P T W	PE RW CN		STP(C)	2000	OTHER 2500	1400 1000 2100	1400 1000 6600			400	1000 1000 6600		CE	Yes 12/20	
TOTALS											2000	2500	4500	9000	0	0	0	400	8600	0				
14	42	43	TIF-13.0	Marine View Drive and Kent-Des Moines Road Intersection Improvements from: to: Add a second eastbound through lane through the intersection.	TIF-5.3 TIF-12.0	32 05 12 06	P		S W T C G P	PE RW CN		STP(E)	600	OTHER 400 OTHER 500 OTHER 1000	200 300	600 800 1600				600 800 1600		CE	Yes 12/20	
TOTALS											600	1900	500	3000	0	0	0	0	3000	0				
14	43	44	TIF-12.0	Marine View Drive and S. 227th St. Intersection Improvements from: to: Revise lane configuration to single eastbound right with overlap signal phase. Add second southbound through lane at intersection.	TIF-13.0	32 05 06 12	P		S W T C G P	PE RW CN				OTHER 100 OTHER 500	40 60	140 560				140 560				
TOTALS											0	600	100	700	0	0	0	0	700	0				
14	44	45	TIF-5.1	Kent-Des Moines Road (Segment 1) (SR 516) from: 16th Ave. S. to: 24th Ave. S. Widen roadway to provide pedestrian facilities and center 2-way turn lane where warranted	TIF-5.2 TIF-5.3	05 12 06 32	P	0.64	C G O P S T W	PE RW CN		STP(C)	500	OTHER 2500	700 600 1700	700 600 4700				700 600 4700		CE	Yes 12/20	
TOTALS											500	2500	3000	6000	0	0	0	0	6000	0				

Agency: City of Des Moines, WA
 County No.: 17 County Name: King County
 City No.: 0325 MPO/RTPO: PSRC

Transportation Improvement Plan

From: 2015 To: 2034
 Hearing Date: Adoption Date:
 Amend Date: Resolution Number:

Functional Classification	Current Priority No.	Proposed Priority No.	City Project Number	Project Identification	Coordination with other City Project (Numbers)	Improvement Type(s)	Status	Total Length	Utility Codes	Project Phase	Project Cost in Thousands of Dollars						Local Agency Expenditure Schedule (Year)						Federally Funded Projects Only		
											Fund Source Information						2015	2016	2017	2018-2020	2021-2024	2025-2034	Envir. Type	R/W Required Date (mm/yy)	
											Federal Funding		State Funding		Local Funds	Total Funds									
											Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds											
14	61	62	TIF-4.4	16th Ave. S. Improvement Project (Segment 4) 16th Avenue South from: S. 240th St. to: S. 250th St. Widen to three lane minor arterial with curbs, gutters, bike lanes and sidewalks.	TIF-4.2 TIF-4.3 S-7.0	05 06 32 12	P	0.90	C S G R W C N	PE RW CN	Phase Start (mm/dd/yyyy)	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	2015	2016	2017	2018-2020	2021-2024	2025-2034	Envir. Type	R/W Required Date (mm/yy)
												TOTALS	0	2000	2500	4500	0	0	0	0	0	4500			
17	62	63	S-10.0	South 222nd Street Improvement Project South 222nd Street from: Marine View Drive to: Pacific Highway South Reconstruct to Neighborhood Collector standards including two travel lanes, bicycle lanes, curb, gutter and sidewalks.	INT-1.0	05 06 12 32	P	1.02	C S G R W C N	PE RW CN	Phase Start (mm/dd/yyyy)	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	2015	2016	2017	2018-2020	2021-2024	2025-2034	Envir. Type	R/W Required Date (mm/yy)
												TOTALS	0	2300	700	3000	0	0	0	0	0	3000			
14	63	64	TIF-1.1b	S. 216th Street Improvement (Segment 1b) Transportation Gateway Project (1 of 4 projects) South 216th Street 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.	TIF-1.1a TIF-1.2 TIF-2.0 TIF-3.0 ITS-3.0 ©	12 06 04 32 03	P	0.26	C S G R W C N	PE RW CN	Phase Start (mm/dd/yyyy)	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	2015	2016	2017	2018-2020	2021-2024	2025-2034	CE	Yes 11/13
												TOTALS	800	800	2300	3900	0	0	0	0	0	3900			
14	64	65	TIF-7.2	16th Ave. S. Improvement Project (Segment 5b) 16th Avenue South 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.	TIF-7.1	05 06 01 12 32	P	0.50	C S G R W C N	PE RW CN	Phase Start (mm/dd/yyyy)	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	2015	2016	2017	2018-2020	2021-2024	2025-2034	CE	Yes 12/25
												TOTALS	0	2800	1600	4400	0	0	0	0	0	4400			
16	65	66	S-28.0	S. 240th Street Overcrossing Bridge Crossing over I-5 from: Pacific Highway South to: Military Road Construct bridge over Interstate 5. Coordinate with City of Kent.		01 32 06 12	P		S W T C G P	PE RW CN	Phase Start (mm/dd/yyyy)	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	2015	2016	2017	2018-2020	2021-2024	2025-2034		
												TOTALS	0		13500	13500	0	0	0	0	0	13500			
00	66	67	S-23.0	Dock Street Bike Lanes from: S. 227th Street to: Cliff Ave. S. Install bike lanes through the Marina to link the Des Moines Creek Trail to S. 227th St.	TRAIL-1.0 © TRAIL-3.0	32 06 12	P		S W T C G P	PE RW CN	Phase Start (mm/dd/yyyy)	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	2015	2016	2017	2018-2020	2021-2024	2025-2034		
												TOTALS	0	0	260	260	0	0	0	0	0	260			
14	67	68	S-11.0	S. 272nd Street Improvements South 272nd Street from: Pacific Highway South to: 16th Ave. S. Install access control to enhance safety.		12	P		S W T C G P	PE RW CN	Phase Start (mm/dd/yyyy)	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	2015	2016	2017	2018-2020	2021-2024	2025-2034		
												TOTALS	0	0	100	100	0	0	0	0	0	100			
17	68	69	INT-5.0	Redondo Beach Drive and Redondo Way South Intersection Improvements from: to: Install traffic signal, or consider other intersection treatments to enhance capacity.	S-8.0	12	P		S W T C G P	PE RW CN	Phase Start (mm/dd/yyyy)	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	2015	2016	2017	2018-2020	2021-2024	2025-2034		
												TOTALS	0	460	260	720	0	0	0	0	0	720			
17	69	70	PRNIP-N2.0	S. 220th St. Improvements					S																

2015 Comprehensive Plan Update
Council Public Safety and Transportation Committee Meeting
May 1, 2014

Purpose of the Comprehensive Plan

The *Des Moines Comprehensive Plan* is a blueprint 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, and provide open space and recreational opportunities and 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. The plan also provides a guide for public investments and capital improvements, and can help to ensure that local public dollars are spent wisely.

Finally, the comprehensive plan can serve as a marketing tool to promote Des Moines's unique assets, and help to attract new families, businesses, investment and development to the community.

Community Outreach

Public involvement is vital to the update effort and also a requirement of the Growth Management Act. The first open house was held on Wednesday, April 23, 2014 from 5 to 7 PM at Des Moines Activity Center. We will also be providing information on the City website and are considering other opportunities to obtain input throughout the update process such as an online survey and/or comment forum.

Staff Recommended Updates and Additions

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

Policy Question:

- Does the Committee have specific issues they want staff to focus on as it relates to the review and updates to the Transportation Element and the Capital Facilities, Utilities and Public Services Element?

Proposed Outline

Chapter No: Element

BACKGROUND AND CONTEXT

GOALS AND POLICIES

Goal 1

Goal 2

Goal 3

Policies

1.1

1.2

1.3

IMPLEMENTATION STRATEGIES

1.1.1

1.1.2

1.1.3

CHAPTER 3: TRANSPORTATION ELEMENT

Vision

To create and maintain an efficient and safe multi-modal transportation system that provides mobility for all users – residents, businesses, employees, students and visitors.

3-01 GOALS

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

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

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

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

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

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

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

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

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

Goal TR-9: Reduce congestion, air pollution and fuel consumption through Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) programs.

Further details on these transportation goals is provided in Section 3-03.

3-02 BACKGROUND AND CONTEXT

3-02-01 Introduction

Transportation plays an important role today and in the future for the city envisioned by the community and City leaders. The transportation system not only affects the quality of life for residents, but also the City's economic vitality. The entire community relies on the system to get people where they want to go, to bring goods to and from the community, and to connect people to the services they need. The transportation system is the backbone of the community, and it defines the character of our City.

Des Moines' transportation system is comprised of several features, including streets, sidewalks, bicycle facilities, trails, state highways, and King County Metro and Sound Transit public transit services. These components cross or overlap jurisdictional boundaries. For example, King County Metro Transit operates its buses within Des Moines, and relies on the City's streets and traffic signal systems to deliver these services. The City's responsibility is to provide a reasonably safe, efficient, and dependable transportation system for residents and businesses. The City Council's Transportation Vision for the City is supported by nine Goals. These goals will guide the City's decisions about projects and funding ensuring that the Transportation Vision is reached.

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

3-02-02 The Future Transportation System

The City of Des Moines should be prepared to see substantial change over the next 20 years. Growth along the Pacific Highway South corridor, the Des Moines Creek Business Park development, and expansion of Highline Community College are just a few of the planned activities within the City that will provide new opportunities for housing and employment. The City and the Region are expected to grow, as the economy recovers. Population and employment growth will add vehicle, transit, and personal trips to the transportation network within the City. Understanding the future nature and volume of traffic in the City of Des Moines as well as the region, makes it possible to identify transportation issues and to suggest appropriate facility improvements to meet the demands. The City has developed a Comprehensive Transportation Plan to help prepare for the future.

3-02-03 Comprehensive Transportation Plan (CTP)

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

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

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

The CTP is consistent with the Land Use Element. The land use assumptions used in estimating travel demand are described in Chapter 4 of the CTP. The resulting growth in employment and housing are included in Figures 3-1 and 3-2 at the end of this Chapter. The City completed an inventory and evaluation of the existing transportation facilities and services and established level of service standards, and developed an estimate of the traffic impacts resulting from the growth assumptions. Specific actions and improvements necessary to accommodate the City's planned growth and meet the level of service standard were identified in the CTP. In compliance with the GMA, the CTP addresses traffic growth out to the year 2030 (more than the 10 year requirement). The CTP provides a financing plan, demand management strategies, and includes a pedestrian and bicycle component. The CTP which is developed for and reflects the values of the community was created in collaboration with stakeholders. The community outreach program provided a variety of forums for stakeholders to learn about the CTP and provide feedback to the City.

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

3-02-04 Level of Service Standard

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

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

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

operate at an X_c equal to 1.2 using a 150 second cycle length. The level of service standards are depicted in Figure 3.8.

3-02-05 Building the Transportation System

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

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

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

3-03 TRANSPORTATION GOALS BY CATAGORY

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

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

3-03-01 Transportation and Land Use

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

DISCUSSION: *The transportation system should support the City's land use vision, as described in the Land Use Element. The City vision is consistent with regional land use policies that seek to focus growth within the urbanized area. Population and employment are expected to become more intense surrounding Pacific Highway South between South 216th Street and Kent-Des Moines Road by 2030. (See Figures 3-1 and 3-2 for the allocation of 2030 growth). The City of Kent and Des Moines are jointly planning Envision Midway, a subarea plan that is*

supporting mixed use and more dense housing in this part of Des Moines. The CTP land development reflects patterns that shift towards a less auto-dependent city and that better support travel options. Research shows that for a given amount of development, higher residential and employment densities generate fewer auto trips than less dense areas.

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

3-03-02 **Street System**

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

DISCUSSION:

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

CROSS REFERENCE:

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

3-03-03 **Concurrency**

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

DISCUSSION:

The GMA requires the City to establish service levels for the street network and to provide a means for correcting current deficiencies and meeting future needs. The GMA requires that if development causes the service level of a facility to fall below a defined level of service standard, the state's concurrency rule requires that deficiencies caused by development be mitigated concurrent with the development (within 6 years) or the permit for that development be denied. The term "level of service" (LOS) measures the operational performance of a transportation facility, such as a street corridor or intersection. LOS considers the speed, travel time, freedom to maneuver, traffic

interruptions and delays, and the driver's comfort and convenience. To enforce the concurrency requirements of the GMA, the City defined a LOS standard for transportation facilities and applies that designated LOS standard to measure traffic during the AM and PM peak hours of the commute, generally the worst traffic conditions during a typical day.

CROSS REFERENCE:

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

3-03-04 Public Transit

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

DISCUSSION:

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

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

CROSS REFERENCE:

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

3-03-05 Pedestrian and Bicycle Facilities

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

DISCUSSION:

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

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

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

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

CROSS REFERENCE:

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

3-03-06 Parking

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

DISCUSSION:

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

CROSS REFERENCE:

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

3-03-07 Funding

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

DISCUSSION:

The CTP consists of improvements to the street network, enhancements for safety and operations, identifies a priority pedestrian network, a bicycle network, provisions for transit facilities and the management of on-street public parking. The City of Des Moines uses several sources of revenue to pay for transportation improvements. However, given the current economic conditions, some of the usual sources are reduced. Implementing the recommended CTP projects will require aggressive exploration of funding resources and careful prioritization of the projects to ensure an effective use of the available funding.

CROSS REFERENCE:

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

3-03-08 Environmental

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

DISCUSSION:

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

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

3-03-09 Transportation Strategies for Sustainability

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

DISCUSSION:

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

CROSS REFERENCE:

Many of the other Goals support this one. Strategies to reduce the number of trips made by SOVs are more effective when supported by land uses that provide the density to support efficient transit services (See Goal TR1); pedestrian friendly neighborhoods and street design standards that support pedestrians (See Goal TR5); and parking management strategies that encourage shared parking and limit on-street parking (See Goal TR6). The City will need to work closely with adjacent jurisdictions and regional transit agencies to ensure that adequate and appropriately located transit service is provided (See Goal TR 4).

3-04 POLICIES

3-04-01 Transportation and Land Use

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

- (1) Build a street network that connects to the regional transportation system and to the local street networks in adjacent communities. (CTP TR 1.1)
- (2) Ensure consistency between land use and the transportation plan so that transportation facilities are compatible with the type and intensity of land uses (CTP TR 1.2)
- (3) Transportation system design shall be based on the most current City of Des Moines Transportation data and analysis as compiled in the CTP. Transportation assumptions in the CTP shall reflect the most recent land use assumptions and shall be updated at intervals between five and ten years.
- (4) Consider multi-modal transportation options by providing enhancements to the roadside (widened shoulders and sidewalk where feasible) with connections to civic facilities, recreation areas, education institutions, employment centers, and shopping.

3-04-02 Street System

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

- (1) Establish a functional classification system for the street network, consisting of a hierarchy of street functions that generally describes their intended use. *(CTP TR 2.1)*
- (2) Provide convenient access to business districts and centers including management of traffic congestion. *(CTP TR 2.2)*
- (3) Provide a connected street network or grid pattern that distributes traffic over more streets providing people with more travel routes. *(CTP TR 2.3)*
- (4) Protect residential neighborhoods from overflow and cut through traffic through the City's Neighborhood Traffic Calming Program. *(CTP TR 2.4)*
- (5) Provide opportunities for residents and business owners to give comments on Des Moines' transportation system. *(CTP TR 2.5)*
- (6) Preserve and maintain the existing streets and other transportation infrastructure. *(CTP TR 2.15)*
- (7) The planned extension of State Route 509 to Interstate 5 is a key transportation facility for the City of Des Moines and its construction should be completed as soon as possible.

3-04-03 Concurrency

To support new growth and achieve adopted level of service standards on the City's transportation network (Goal TR 3):

- (1) Maintain level of service (LOS) standards that provide for growth and maintain mobility on the existing transportation system. *(CTP TR 3.1)*
- (2) Deny approval if a proposed development will cause the LOS to fall below the City's adopted LOS standards, unless the developer makes improvements to mitigate the impacts, concurrent with the development. *(CTP TR 3.2)*

3-04-04 Public Transit

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

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

3-04-05 Pedestrian and Bicycle Facilities

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

- (1) Build a non-motorized transportation network to provide safe pedestrian and bicycle movement. *(CTP TR 5.1)*
- (2) Prioritize pedestrian and bicycle improvements that provide access to schools, parks and other public buildings. Provide bicycle racks at schools, parks, and other public buildings. *(CTP TR 5.10)*

- (3) Support “Safe Routes to School” programs and education campaigns on traffic, bicycle and pedestrian safety in consultation with school districts.

3-04-06 Parking

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

- (1) Require new development in the Marina District to provide a sufficient number of parking spaces either on-site or in a shared parking structure. *(CTP TR 6.1)*
- (2) Restrict or limit parking on principle arterials with the exception of Marine View Drive in the Marina District. *(CTP TR 6.2)*

3-04-07 Funding

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

- (1) Seek funding for projects in the Transportation Improvement Program (TIP). *(CTP TR 7.1)*
- (2) Allocate resources to the CIP and TIP in the following ranked priority: 1) safety enhancements; 2) preservation, maintenance and operation of existing facilities; 3) capacity improvements; 4) projects that improve multiple modes while taking full advantage of funding opportunities as they arise. *(CTP TR 7.2)*
- (3) Evaluate traffic generated by new development and require off-site improvements to the transportation system that are needed to maintain adopted level of service standards. *(CTP TR 7.6)*
- (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)*
- (5) Seek funding to correct locations with identified traffic safety concerns. *(CTP TR 7.9)*

3-04-08 Environmental

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

- (1) Balance transportation services with the need to protect the environment. *(CTP TR 8.1)*
- (2) Construct streets and other transportation facilities using construction methods that minimize adverse environmental impacts and impacts to environmentally sensitive areas. *(CTP TR 8.4)*

3-04-09 Transportation Strategies for Sustainability

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

- (1) Use transportation demand management (TDM) strategies to reduce single-occupant vehicle travel and encourage alternative modes of travel. These strategies include

parking management, individualized marketing, ridesharing and support of non-motorized travel. *(CTP TR 9.1)*

3-05 STRATEGIES

The following strategies will be used to implement the policies stated above.

3-05-01 Transportation and Land Use

- (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.
- (2) Maintain traffic forecasts for at least 10 years based on land use assumptions.
- (3) Coordinate with neighboring cities on local street network improvements that cross jurisdictional boundaries.
- (4) Prepare and maintain a database of various traffic data including traffic volumes, truck traffic volumes, and turning movement counts.
- (5) Prepare updates to the CTP every five years to ensure that the most recent land use assumptions are reflected in the CTP.

3-05-02 Street System

- (1) Design and build the street network according to their desired classification.
- (2) Periodically monitor and evaluate traffic patterns to validate appropriate classifications within the street network.
- (3) To the extent possible, maintain the street network within their desired classifications.
- (4) Monitor traffic related concerns and implement strategies in the City's Neighborhood Traffic Calming Program where appropriate.
- (5) Monitor and identify traffic safety concerns, and implement potential corrective measures as necessary. (CTP TR 2.6)
- (6) Establish and regularly update street design and construction standards. (CTP TR 2.7)
- (7) Acquire additional right-of-way (consistent with RCW 35.79) for street segments that contain insufficient right-of-way to allow streets to be developed to the City's desired street classification. (CTP TR 2.8)
- (8) Identify excess, unused, or unnecessary right-of-way for vacation. (CTP TR 2.9)
- (9) Plan a street network that provides convenient access within and between neighborhoods. (CTP TR 2.10)
- (10) Require new development to build streets that connect with or will connect in the future with streets on adjacent developments providing access between neighborhoods. (CTP TR 2.11)

- (11) Require new development to dedicate and improve abutting right-of-way as necessary to meet street design and construction standards. (CTP TR 2.12)
- (12) 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)
- (13) Use Intelligent Transportation System (ITS) strategies to optimize the existing street network. (CTP TR 2.14)
- (14) Conduct public meetings and hearings prior to and during the design of major transportation facilities, to inform the public and to gather public input.
- (15) Coordinate the construction of roadways and utilities to avoid the need for road repairs resulting from utility construction after road construction.
- (16) Prepare and maintain a database and inventory of transportation system assets including pavement, traffic signals, street lighting, traffic signs, pavement markings, channelization, guardrails and other system devices.
- (17) Coordinate with other agencies to encourage and facilitate the construction of State Route 509 to Interstate 5.
- (18) Develop multimodal LOS standards as a way to measure and select transportation projects by mode during the next CTP update.

3-05-03 Concurrency

- (1) Develop and adopt concurrency ordinances in support of the GMA.
- (2) Periodically monitor intersection level of service to verify assumptions within the CTP.
- (3) Using the transportation model and the CTP, identify and prioritize improvements to the street network so that the adopted LOS standard is met.
- (4) Establish procedures and standards for Traffic Impact Studies.
- (5) Require developers to analyze traffic impacts associated with development proposals, and require improvements as necessary to mitigate impacts, concurrent with the development.
- (6) Maintain level of service (LOS) standards that provide for growth and maintain mobility on the existing transportation system. (CTP TR 3.1)

3-05-04 Public Transit

- (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)

- (2) Require 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)*

- (3) Support plans by other agencies to construct park-and-ride lots that are convenient for Des Moines' residents. *(CTP TR 4.4)*
- (4) Support increased transit service to park-and-ride lots and major transfer points. *(CTP TR 4.5)*
- (5) Support regional plans for high capacity transit (HCT) and opportunities that extend the regional transit system (including BRT and light rail) to provide convenient connections to Des Moines. *(CTP TR 4.6)*
- (6) Investigate the passenger-only ferry demonstration project and require connecting shuttles to area park-and-ride lots and the Marina District. *(CTP TR 4.7)*
- (7) Support Sound Transit light rail (LRT) station(s) in Pacific Ridge, Midway, and Woodmont areas on Pacific Highway South. *(CTP TR 4.8)*
- (8) Support frequent local service linking Downtown, Des Moines businesses and Highline Community College with HCT on Pacific Highway South. *(CTP TR 4.9)*
- (9) Work with Sound Transit to establish a light rail transit stop at South 216th Street. *(CTP TR 4.10)*
- (10) Work with Sound Transit on station area planning for Midway and South 272nd Street stations. *(CTP TR 4.11)*
- (11) Coordinate with the City of Kent for the Midway subarea. *(CTP TR 4.12)*

3-05-05 Pedestrian and Bicycle Facilities

- (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)*
- (2) Require all new roadway construction, reconstruction, or widening projects to include sidewalks. Street maintenance activities, including pavement overlays should provide upgrades for curb ramps. *(CTP TR 5.3)*
- (3) 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)*
- (4) 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)*

- (5) 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)*
- (6) Provide a bicycle network that supports the use of bicycles as a means of general transportation as well as recreational activity. Construct new streets with sufficient width to allow for bicycling on identified bicycle corridors. *(CTP TR 5.7)*
- (7) Encourage new and existing schools, multi-family and commercial developments to provide bicycle racks and other amenities to support bicycling. *(CTP TR 5.8)*
- (8) Require new or redeveloping properties to design and build sidewalks along property frontage. *(CTP TR 5.9)*
- (9) Actively enforce traffic codes, including those affecting pedestrians and bicyclists.

3-05-06 Parking

- (1) Provide short term on-street parking unless prevented by right-of-way limitations or unique neighborhood characteristics. *(CTP TR 6.3)*
- (2) Establish street design and construction standards to accommodate on-street parking where feasible.
- (3) Set and enforce parking limits to address parking concerns in neighborhoods. *(CTP TR 6.4)*
- (4) Consider flexible and innovative parking solutions and strategies. *(CTP TR 6.5)*
- (5) Develop a detailed parking plan.

3-05-07 Funding

- (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)*
- (2) Partner with neighboring cities or regional transit agencies/providers in order to improve state and federal funding opportunities. *(CTP TR 7.4)*
- (3) Prepare a multi-year financing plan for right-of-way acquisition and transportation improvements. *(CTP TR 7.5)*
- (4) Prepare estimates of the cost to acquire needed right-of-way and to construct needed transportation improvements.
- (5) Identify funding sources and assess the capability to acquire needed right-of-way and fund needed transportation improvements.
- (6) Maintain a transportation impact fee system that equitably and proportionately charges new development for identified growth related improvements to the transportation system. *(CTP TR 7.7)*

- (7) Require new developments to maintain landscaping when required as part of the development.
- (8) Use traffic data and transportation system databases to prioritize system preservation and maintenance needs so that the use of resources is maximized.

3-05-08 Environmental

- (1) Construct roads and other transportation facilities to minimize adverse impacts upon surface water runoff, drainage patterns, and environmentally critical areas.
- (2) Incorporate appropriate landscaping in the design of transportation facilities. *(CTP TR 8.2)*
- (3) Provide transportation facilities that fit the character of the neighborhoods through which they pass. *(CTP TR 8.3)*
- (4) Where determined necessary, incorporate sound absorption devices, landscaping, earthen berms and other natural or artificial features that help mitigate adverse noise, light and glare impacts generated by surface transportation facilities. *(CTP TR 8.5)*
- (5) Operate the traffic system to minimize congestion and air quality impacts. *(CTP TR 8.6)*
- (6) Phase construction of roadway and other transportation facilities to minimize any inconvenience to and negative impact upon adjacent property owners.

3-05-09 Transportation Strategies for Sustainability

- (1) Work with employers to provide commute trip reduction (CTR) measures in the work place that promote alternatives to driving alone. Encourage businesses to minimize peak hour commuting through the use of strategies such as flextime and telecommuting. *(CTP TR 9.2)*
- (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)*
- (3) Coordinate and optimize traffic signal systems to minimize delay and congestion, and maximize the use of existing transportation system capacity.

3-06 CONCLUSION

These goals, policies, and strategies together with the recently adopted Comprehensive Transportation Plan will help the City leaders who want to make the inevitable changes work for Des Moines, while protecting the best of what we have and recognizing who and what Des Moines will become by preserving a sense of the community, our identity, and pride.

3-07 FIGURES

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

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

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

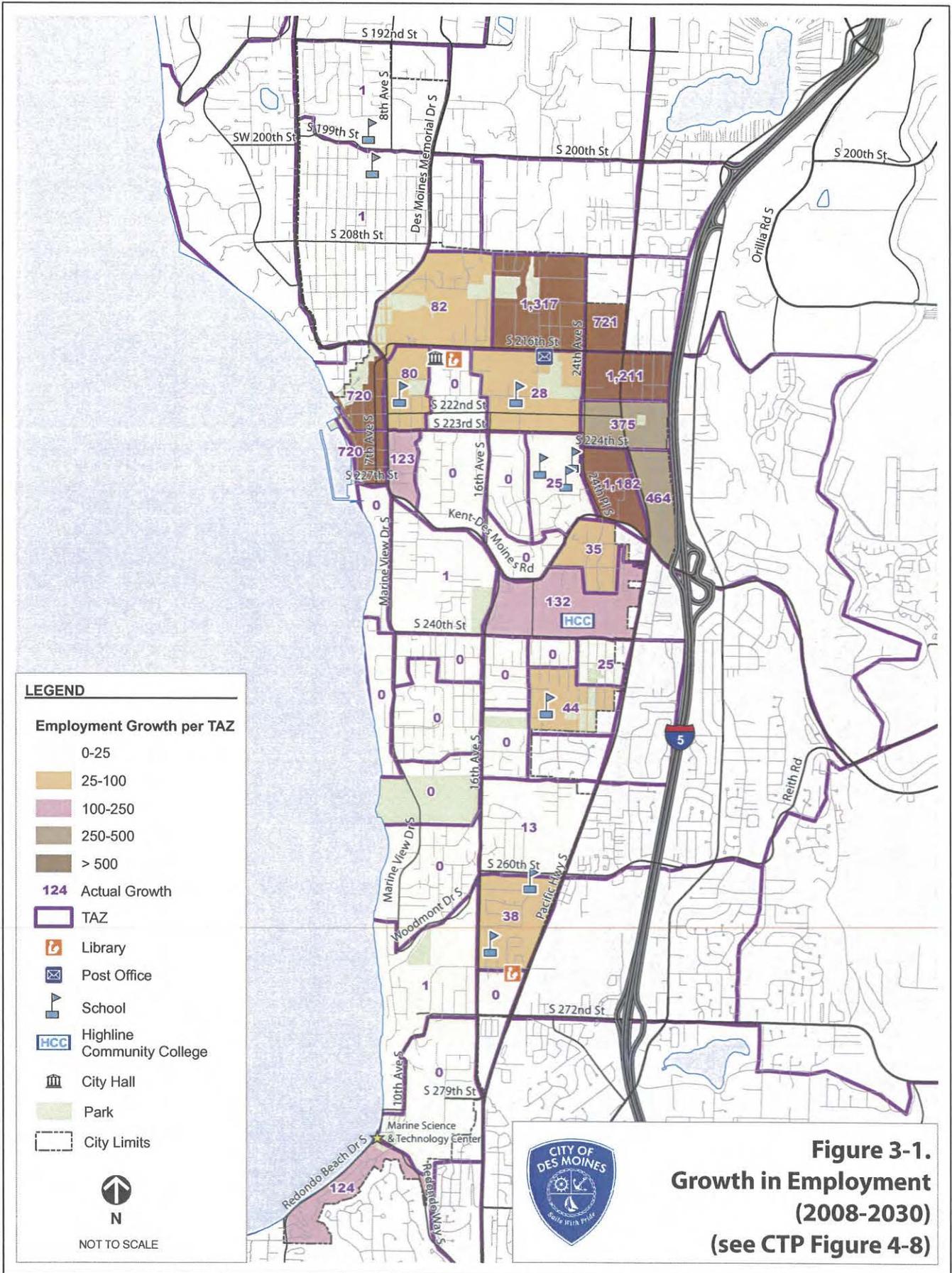
Figure 3-4 Safety and Operations Projects

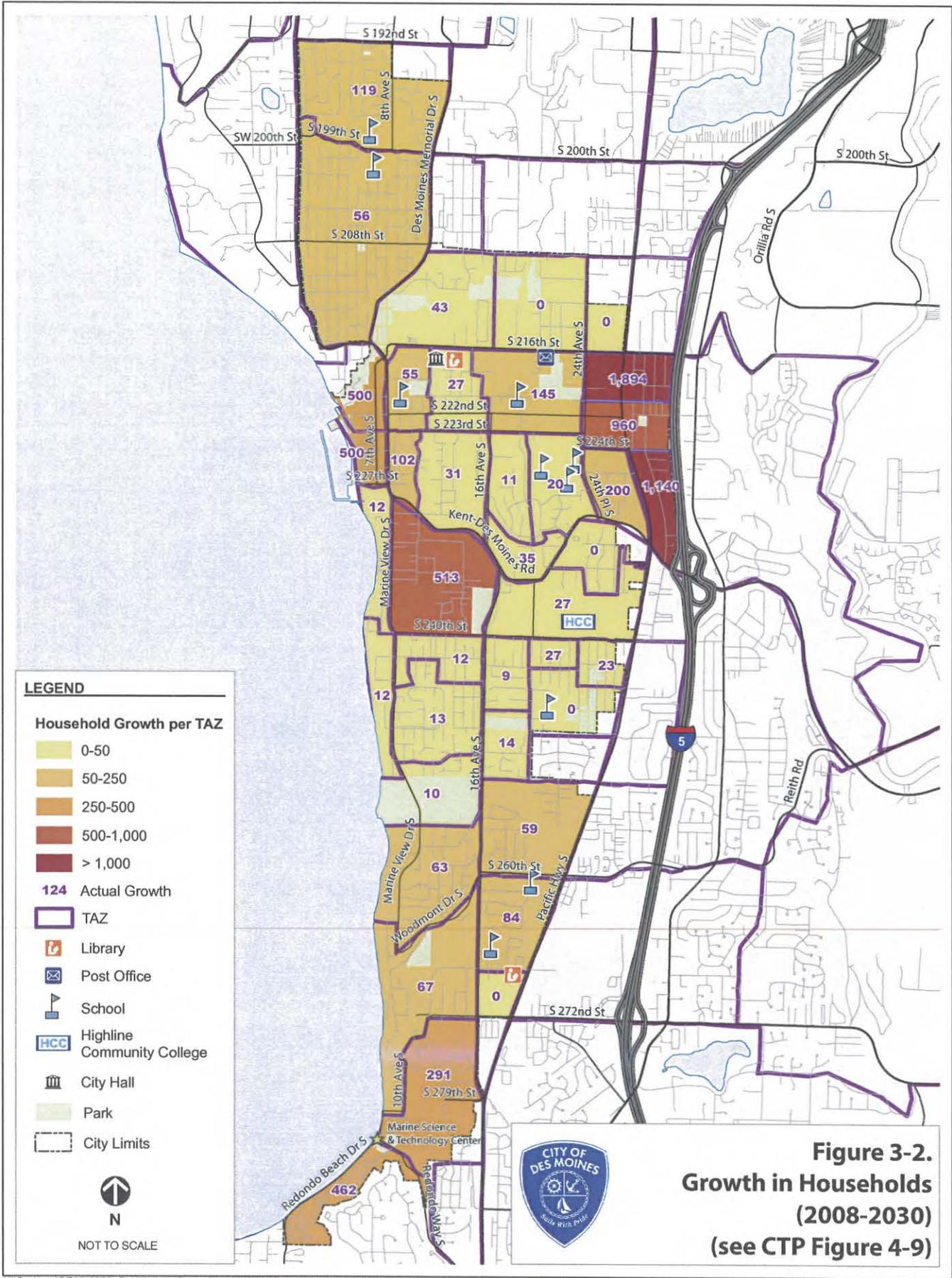
Figure 3-5 Future Transit Network

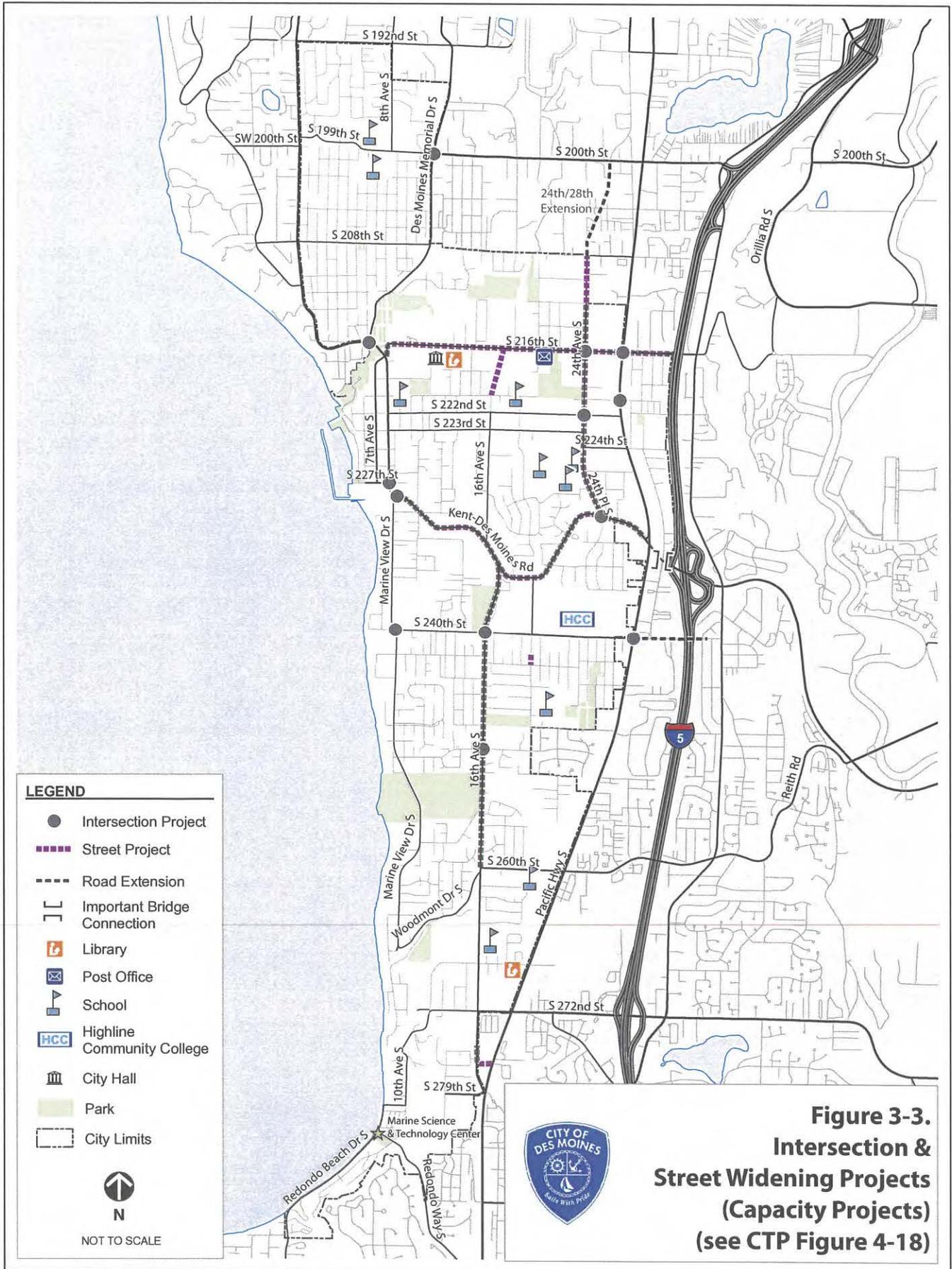
Figure 3-6 Priority Pedestrian Network

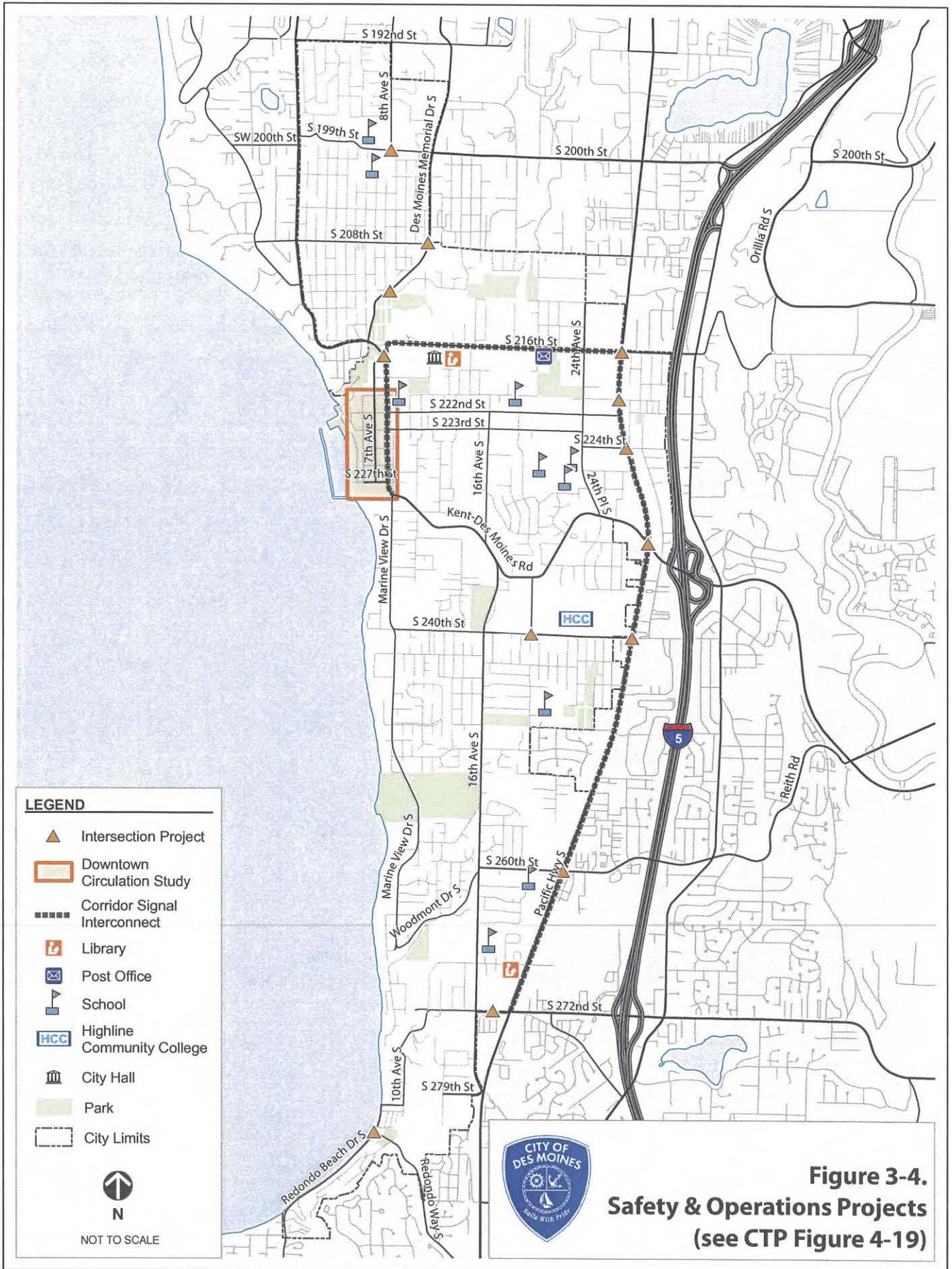
Figure 3-7 Recommended Bicycle System

Figure 3-8 LOS Standards









LEGEND

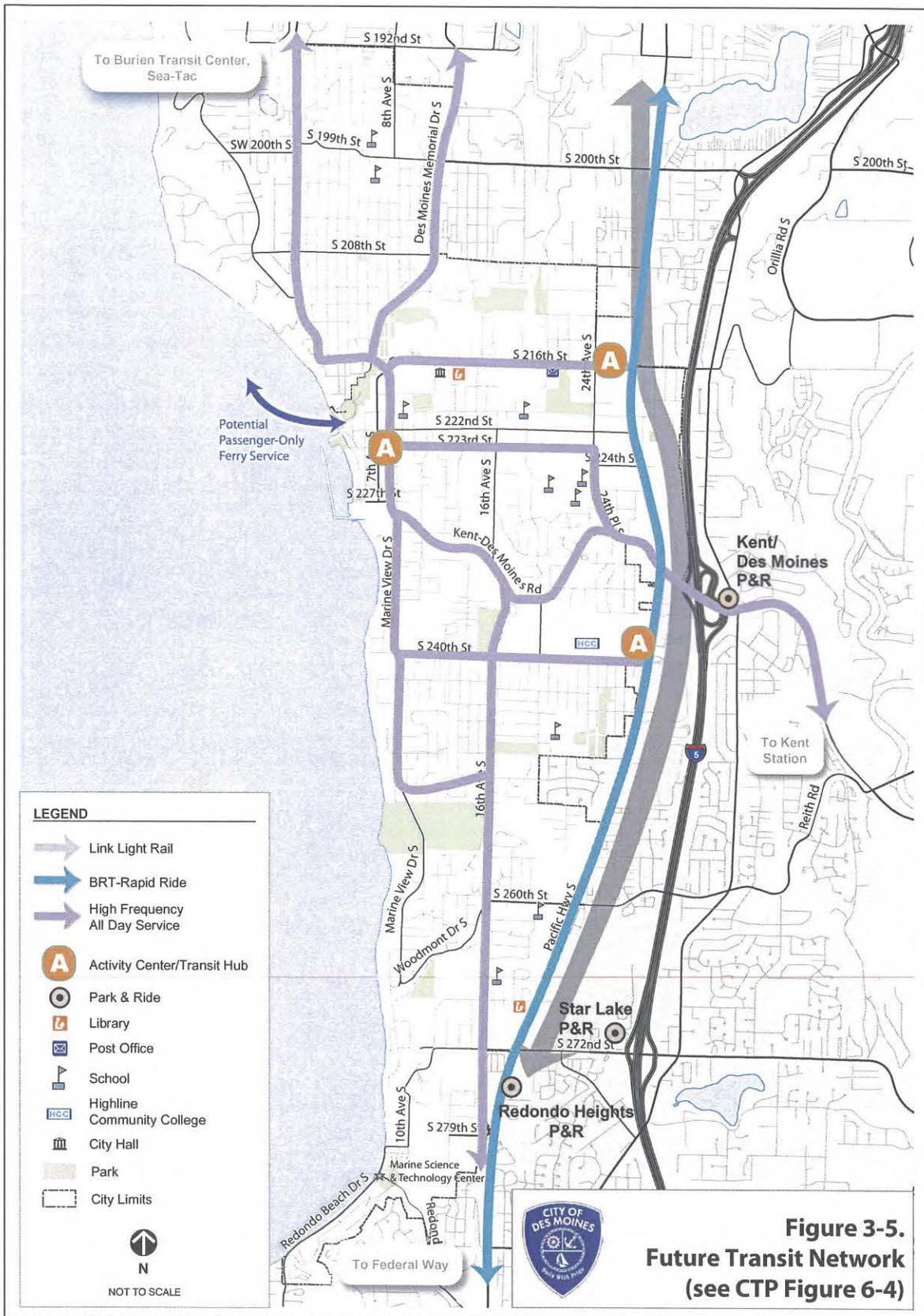
- Intersection Project
- Downtown Circulation Study
- Corridor Signal Interconnect
- Library
- Post Office
- School
- Highline Community College
- City Hall
- Park
- City Limits

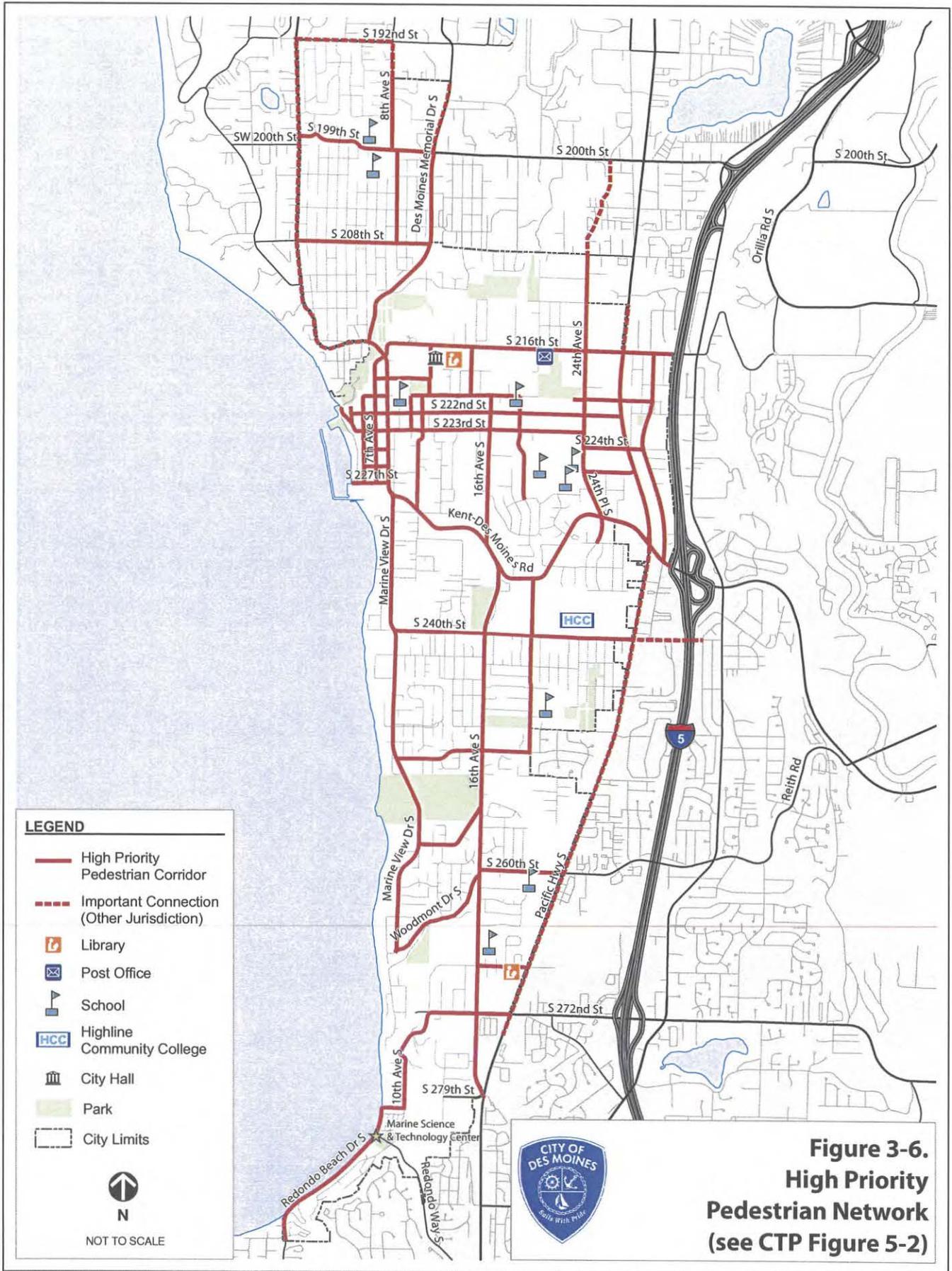
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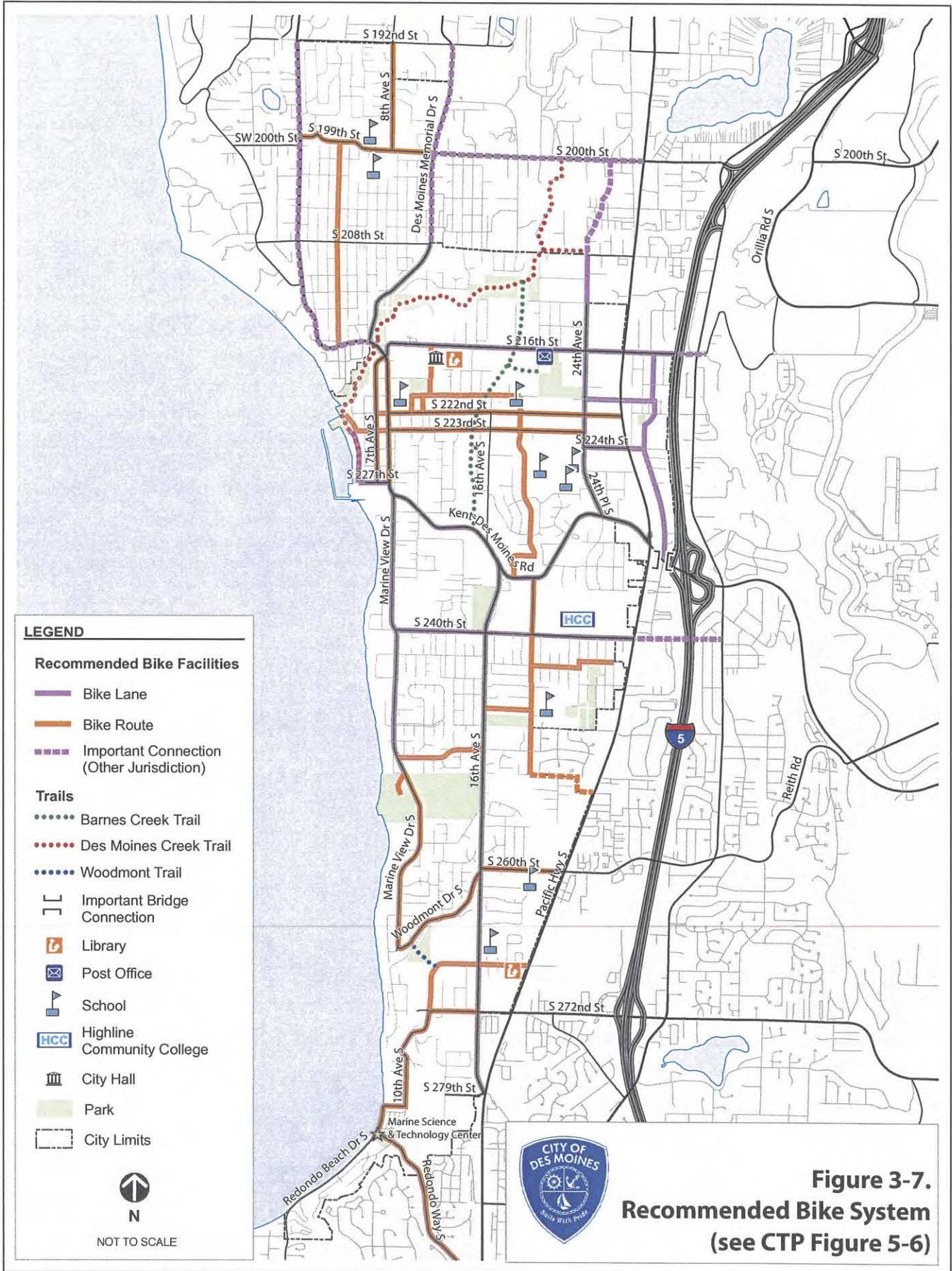
NOT TO SCALE



Figure 3-4.
Safety & Operations Projects
 (see CTP Figure 4-19)







LEGEND

Recommended Bike Facilities

- Bike Lane
- Bike Route
- Important Connection (Other Jurisdiction)

Trails

- Barnes Creek Trail
- Des Moines Creek Trail
- Woodmont Trail

- Important Bridge Connection

- Library
- Post Office
- School
- Highline Community College
- City Hall
- Park
- City Limits



NOT TO SCALE



**Figure 3-7.
Recommended Bike System
(see CTP Figure 5-6)**

CHAPTER 5: CAPITAL FACILITIES, UTILITIES, AND PUBLIC SERVICES ELEMENT

5-01 **GOALS**

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

5-02 **BACKGROUND AND CONTEXT**

5-02-01 Capital facilities, utilities, and public services include a variety of properties, improvements and services often administered by governmental agencies for the general public. Examples of capital facilities include City administration buildings, libraries, parks and recreational facilities, and public schools. Utilities include electric, telecommunication, natural gas lines, and refuse collection.

5-02-02 Certain facilities and utilities are owned/offered by the City of Des Moines while others are owned/offered by other agencies, special districts, or companies. Public services include police protection, transportation, and surface water management.

5-02-03 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.

5-02-04 The population of the City of Des Moines has increased with the development and redevelopment of City land. The City of Des Moines also has grown in size and population by annexation of unincorporated lands, and is now entirely surrounded by other incorporated cities and water. There is little room left for expansion except by infill. It is expected that the number of persons within the City will continue to increase through the 2024 year planning horizon of this Plan.

5-02-05 The availability of capital facilities, utilities, and public services directly influences the quality of life in Des Moines. Adequate facilities, utilities, and services are needed to ensure that those who reside and work in Des Moines are reasonably free of safety and environmental hazards, and provided with desired public services.

5-02-06 The increase in population within the City has created a corresponding increase in the demand for capital facilities, utilities, and public services.

5-02-07 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.

5-02-08 The siting, construction, and operation of capital facilities and utilities, including essential public facilities, has sometimes resulted in adverse impacts upon nearby properties and the natural environment. The City currently receives more than its fair share of adverse impacts associated with air transportation. Therefore, as permitted by state and federal law, before permitting the siting or expansion of any capital facilities or utilities it is extremely important that comprehensive environmental review of such proposals be completed so that decision makers are fully informed of the proposal's adverse impacts and whether adequate mitigation measures can be implemented to mitigate such impacts.

5-02-09 Comprehensive plans and capital improvement plans have been prepared by many of the providers of public facilities, utilities, and services within Des Moines. Such plans are applicable to Des Moines' Comprehensive Plan in that they contain detailed inventories of existing improvements, projected demand for services in the future, and funding strategies for capital improvements. The following references should be consulted for detailed information regarding existing and planned Capital Facilities, Utilities, and Public Services:

- (1) City of Des Moines Comprehensive Marina Master Plan
- (2) City of Des Moines Surface Water Management Program
- (3) City of Des Moines Comprehensive Transportation Plan
- (4) City of Des Moines Six-Year Capital Improvement Program
- (5) City of Des Moines Parks, Recreation and Senior Services Master Plan
- (6) King County Water District #54 CFP (2004)
- (7) Highline Water District Water Facilities Plan (2006)
- (8) Lakehaven Utility District Water Facilities Plan (2006)
- (9) Midway Sewer District CFP (2008)
- (10) Southwest Suburban Sewer District Sewer Plan (2006)
- (11) Lakehaven Utility District Sewer Facility Plan (2009)
- (12) Highline School District Facility Plan (2009)
- (13) Federal Way School District 2011 Capital Facilities Plan

5-02-10 An inventory and analysis of the publicly owned capital facilities, and public/private utilities within the City of Des Moines are summarized below. More detail is provided in Appendix E.

- (1) **City Administration:** The City of Des Moines owns several properties and buildings that are used for the administration of City services. The maintenance, improvement and expansion of City facilities is guided by a six-year capital improvement program and an annual budget approved by the City Council. The capital improvement program prioritizes projects, establishes improvement schedules, and identifies revenue sources.
- (2) **Electricity:** The transmission of electricity to the City is regulated by the Washington Utilities and Transportation Commission and is delivered by Puget Sound Energy.
- (3) **Fire Protection:** Fire protection and other emergency services within the City are provided by South King County Fire and Rescue. These services are guided by the comprehensive plans of the districts/departments.
- (4) **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 City. The Local Hazardous Waste Management Plan for Seattle-King County provides for regional coordination and funding of this program.
- (5) **Library:** Library services in the City are provided by King County Library District. Adopted level of service guidelines direct the construction and expansion of library facilities. The Highline Community College also operates a library that is utilized by many residents of the City.
- (6) **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 operation of the facility. The ~~2004~~ 2007 Comprehensive Marina Master Plan identifies near-term and long-term capital improvements, funding strategies and project schedules for the existing marina.
- (7) **Natural Gas:** Natural gas is distributed in the Puget Sound region by Puget Sound Energy. This utility is regulated by several governmental agencies. A franchise agreement authorized by the Des Moines City Council provides additional level of service requirements for the delivery of natural gas to customers within the City's corporate limits.
- (8) **Parks and Recreation:** Publicly owned recreational facilities within the City are operated by the City of Des Moines, the State of Washington, and the Highline and Federal Way School Districts. A regional dog park is located 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 2003 Parks, Recreation and Senior Services Master Plan will help guide the scheduling and funding of future capital and programmatic improvements. (See Chapter 6)

- (9) **Police:** Police protection is 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.
- (10) **Postal Service:** The US Postal Service operates one facility and one contract station within the City.
- (11) **Sanitary Sewer:** The Midway, Southwest Suburban, and Lakehaven Utility Districts 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.
- (12) **Schools:** Publicly owned educational facilities are operated by the Highline and Federal Way School Districts, Highline Community College and Central Washington University. Several private schools are also located within the City.

Highline and Federal Way School Districts provide K-12 educational programs to all students who live in the respective service areas.

Highline School District has four elementary schools (Des Moines, Parkside, Midway, and North Hill), one middle school (Pacific), and two high schools (Aviation and Mount Rainier) located in Des Moines. The *2009 Capital Facilities Improvement Plan* identifies the Districts 4-year prioritized projects, funding, and construction schedule for facility improvements. Three of the four elementary schools (Parkside, Midway, and North Hill) and one of the high schools (Mount Rainier) have been replaced over the past decade, resulting modern facilities equipped with technology required for today's education.

Federal Way School District serves the southern part of Des Moines (south of South 252nd Street). Woodmont Elementary is the District's only school located in Des Moines. The District's *2011 Capital Facilities Plan* adopted in May 2010, 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.

Highline Community College (HCC) provides post secondary education and degree programs. Founded in 1961 as the first community college in King County, HCC 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 located 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 was completed/reconstructed 2008 and is home to the third largest salt water aquarium in Washington State. HCC provides two branch campuses located in Burien and White Center.

Central Washington University (CWU) operates a branch campus at HCC. CWU is a comprehensive, four-year public university offering both baccalaureate and master's degree programs at its main and branch campuses.

- (13) **Solid Waste Collection and Disposal:** Allied Waste Disposal Company provides for the collection and disposal of solid waste within the City. These services are regulated by the Cities of Des Moines, Kent, and SeaTac, and the Washington Utilities and Transportation Commission. Recyclables collection service of specified materials is available to households and businesses through solid waste haulers.
- (14) **Surface Water Management:** The collection and disposal of stormwater in the City is provided by the City of Des Moines.
- (15) **Telecommunication:** Qwest delivers telecommunication service for the City as regulated by the Washington Utilities and Transportation Commission. Cable Television is provided by Comcast Cable Services. Cellular telephone services are provided by Cingular, Nextel, Qwest Cellular, Sprint PCS, T-Mobile, and Verizon Wireless.
- (16) **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.
- (17) **Water:** Domestic water within the City is provided by King County Water District 54, Highline Water District, and Lakehaven Utility District. Each of these districts' operations is guided by a water system plan. A significant portion of the water available in the City is purchased from the Seattle and Tacoma Water Departments.
- (18) **South County Correctional Entity (SCORE) Jail:** Pursuant to an interlocal agreement, the Cities of Auburn, Burien, Des Moines, Federal Way, Renton, SeaTac, and Tukwila are jointly developing 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 almost 340,000 citizens in South King County. Located at 20817 17th Avenue South, the 137,000 square foot facility will employ approximately 120 individuals and house up to 820 inmates.

5-03 **POLICIES**

5-03-01 To the extent permitted by law, Des Moines should require that the plans of the agencies identified in this Plan be consistent with the City of Des Moines Comprehensive Plan.

5-03-02 To advance the City's interests, Des Moines should promote cooperative working relationships between Des Moines and the other municipalities, agencies and districts identified in this Comprehensive Plan.

5-03-03 Planning for utilities and public facilities should be recognized as the primary responsibility of the government or private agency providing the corresponding services. Des Moines should generally participate in the development of, and rely upon, plans prepared by each agency undertaking facility and capital improvement planning.

5-03-04 Des Moines should not allow land development to exceed the capacity of essential facilities/utilities (i.e., domestic water, fire protection, sanitary and storm sewer, transportation, etc.). Such facilities should be available at the time of development.

5-03-05 City plans and development regulations should identify, and provide a process for consideration of, the siting of essential public facilities. Essential public facilities should include: A) domestic water, sanitary sewer, public schools, and fire protection; B) difficult-to-site facilities such as those identified by RCW 36.70A.200 and County-wide Planning Policies; and C) essential state facilities specified by the office of financial management. Des Moines should not accept a disproportionate share of the adverse impacts resulting from the siting of essential public facilities.

5-03-06 Des Moines should generally rely on the level-of-service standards/guidelines used by public facility and utility providers for determining adequacy and concurrency. When desired, Des Moines should establish a public process whereby other level-of-service (LOS) standards are adopted for public facilities and utilities. Unless other LOS standards are adopted, the LOS guidelines outlined in the Public Facilities and Utilities Implementation Strategies should be used to determine adequacy and concurrency.

5-03-07 New or expanded facilities/utilities should be compatible with surrounding land uses; such facilities should minimally impact the natural or built environment.

5-03-08 Des Moines should 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.

5-03-09 Provide for the siting of electrical vehicle infrastructure as required by HB 1481. Electrical vehicle infrastructure includes structures, machinery and equipment necessary and integral to support an electrical vehicle including battery charging stations; rapid charging stations and battery exchange stations.

5-04 **STRATEGIES**

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

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

5-04-03 Adopt procedures that encourage mutual review of, and comment on, proposed actions and policies between Des Moines and other providers of public services. Review of development proposals by providers of public facilities and utilities should ensure that there will be sufficient capacity at the time of development.

5-04-04 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. Cooperatively work with surrounding municipalities and King County during the siting and development of facilities of regional significance. As permitted by state and federal law, including the lawful exercise by the City of its SEPA authority pursuant to RCW 43.21C.060, City approvals related to facilities, operations and activities within the City of Des Moines associated with Sea-Tac International Airport, including but not limited to, necessary support activities, connected-actions and projects, may include conditions which are necessary to mitigate specific adverse environmental impacts on the City of Des Moines identified in environmental documents prepared pursuant to SEPA. The City may decide not to approve such facilities or operations if the City finds: (a) the proposal would likely result in a significant adverse environmental impact(s) identified in a final or supplemental environmental impact statement prepared under SEPA, and (b) reasonable mitigation measures capable of being accomplished are insufficient to mitigate the identified impact(s).

5-04-05 Require new development to contribute to the construction, renovation, or expansion of necessary public facilities. Support the establishment of late-comer agreements to ensure that adequate public facilities and utilities will be provided and equitably funded. Establish processes whereby impact fees can be collected for facility and utility improvements as permitted by State Law.

5-04-06 Limit new development until necessary public facilities and/or utilities are available. If necessary, reassess the Land Use Element if probable funding or land for public facilities or utilities will not be available to accommodate demand.

5-04-07 Prohibit or limit the construction of facilities/utilities where such construction would result in severely adverse environmental or public health impacts, or where such construction would encourage land development inconsistent with adopted City policies. Adverse impacts may include, but are not limited to: excessive noise or traffic, the discharge of pollutants into the air or water, or harmful electromagnetic fields. Ensure that such improvements will not result in significant adverse impacts upon the surrounding land uses or the natural environment. Utilize the permitting authority and processes provided by the Des Moines Municipal Code during review of proposed facilities.

5-04-08 Encourage, and to the extent permitted by law, require the implementation of resource conservation measures through various means, such as public education, energy-conserving construction techniques, and alternative landscaping provisions. Encourage, and to the extent permitted by law, require providers of public facilities and utilities to implement public education and information programs that describe the benefits of conservation.

5-04-09 Require the undergrounding of utility lines as specified by the DMMC to minimize public safety hazards, visual clutter, and the obstruction of views. Encourage the undergrounding of utilities throughout Des Moines. Encourage the use of shared corridors for several utilities.

5-04-10 Require adequate screened space in multifamily and commercial developments for on-site recycling containers.

5-04-11 Identify facility needs for the provision of City services; explore funding options to accommodate those needs. Ensure that City facilities are sufficient in quantity and quality to allow for superior public service.

5-04-12 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.

5-04-13 Implement the following level-of-service standards:

- (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 as long as King County continues to provide a variety of library services from centrally located facilities with convenient hours of operation. Include level-of-service provisions in contract/annexation agreements. Patronage privileges for Des Moines residents are available at the Highline Community College Library.
- (5) **Marina:** Implement capital improvement projects identified in the Marina Master Plan to help the Marina maintain a competitive advantage in attracting moorage tenants and guests, support in-water activities and make the Marina more attractive and pedestrian friendly. Continue to serve as a boating facility while simultaneously promoting the Marina as a premier destination for those arriving by automobile, bicycle, or on foot.
- (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
 - (c) A binding "no protest" agreement is provided requiring contribution toward extension of, and connection with, the sanitary sewer system when it is available; and
 - (d) The development site represents a small, isolated, vacant or under-developed parcel in an area of developed properties not served by sanitary sewer.
- (12) **Stormwater Management:** Require new development and redevelopment to install on-site stormwater detention and treatment as needed in a manner consistent with the City's National Pollution Discharge Elimination System (NPDES) Phase II permit, the standards of the King County Surface Water Design Manual, and the best management practices of the King County Stormwater Pollution Prevention Manual. Adopt maximum lot coverage policies or standards with respect to impervious surfaces. Require all multifamily development to provide a designated area for vehicle washing in a manner to control rinse water runoff.
- (13) **Telecommunications:** Advocate the development/maintenance of facilities necessary to provide telecommunication services as needed to accommodate population growth and advancements in technology. Include level-of-service provisions in franchise/license agreements. Advocate local regulation of telecommunication services and support state legislation that provides for optimal service from monopolistic providers.
- (14) **Transportation Facilities:** Level of Service standards for transportation facilities are provided in the Transportation Element.
- (15) **Water:** Require that new development have adequate water supply for consumption and fire flow. Advocate the upgrading of existing lines, supply sources, and storage facilities as necessary in areas where fire flow is inadequate.

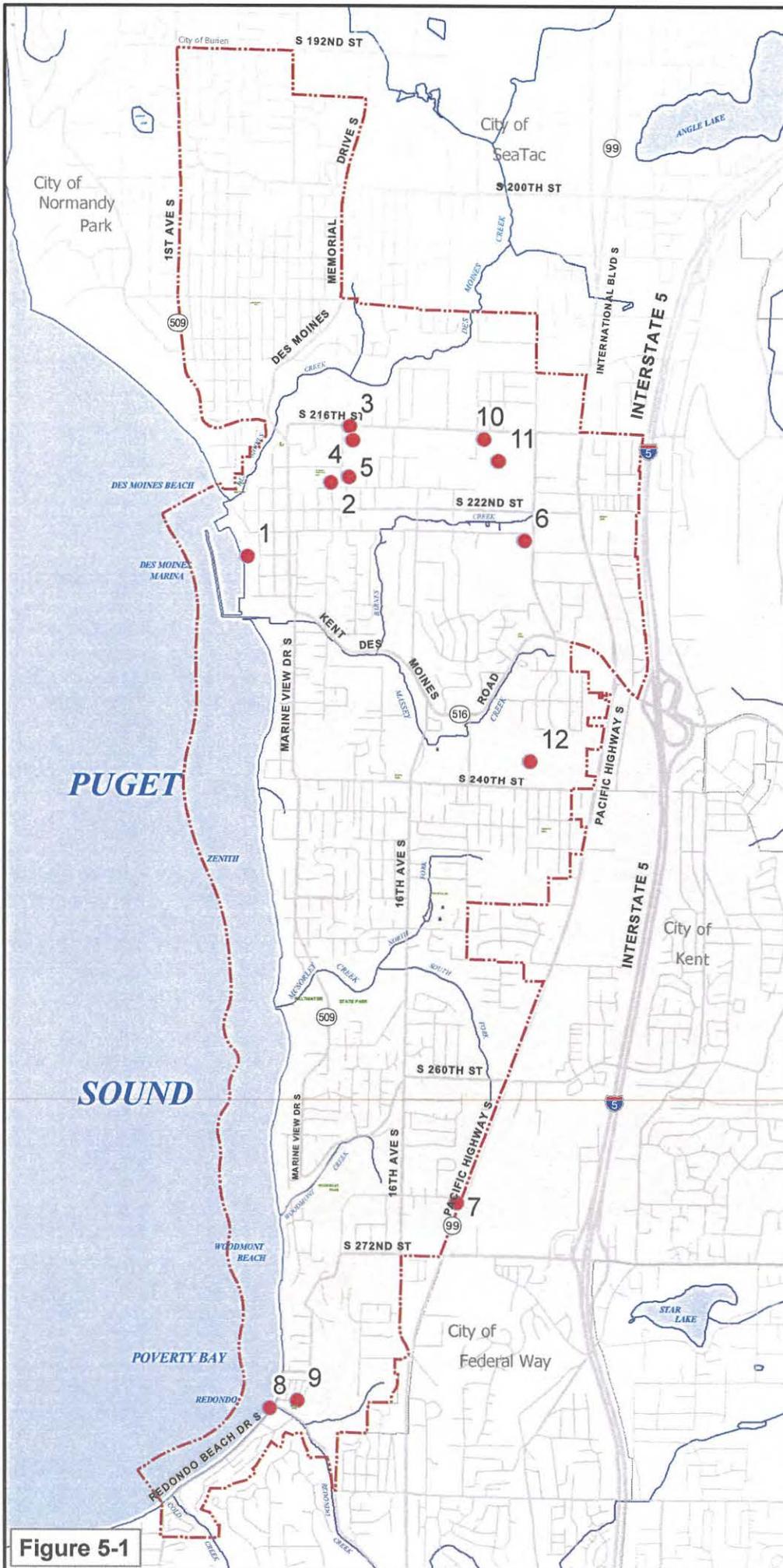


City of Des Moines

2004 Comprehensive Plan Update

Selected Public Facilities

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



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 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.



Community Development
21630 11th Ave S, Suite D
Des Moines, WA 98198-6398
PHONE: (206) 870-7576 * FAX: (206) 870-6544
WEB: <http://www.desmoineswa.gov>

Figure 5-1

2014 Transportation CIP Update

Projects in Construction phase	Status/Comment
1 South 216th Segment 2 (18th - 24th)	punch list, planning for ribbon cutting in May/June
2 24th Ave South (216th - 208th)	JUT complete, roadway grading on west side, prepping for curb and gutter
3 Citywide Arterial Safety Improvements (year 2 of 3)	markings ordered for 2014, signs already received for 2014
SWM DMMD/216th Pipe repair project	Out to bid early May. (In-house project management and inspection, Tommy O., Dave M. and Ken T)
Projects in ROW phase	Status/Comment
4 South 216th Segment 1a (24th - SR-99)	Parcel 48 potential condemnation, finalizing desing with consultant, preparring grant applications and PWTF loan appl.
5 Barnes Creek Trail	working with WSDOT, trail alignment and easment request sent to WSDOT
Projects in Design phase	Status/Comment
6 South 251st Slide Repair	Initial design started with Consultant TetraTech. Construction planned summer 2014 (see attached for more info)
7 Saltwater State Park Bridge - Siesmic Retrofit	Design underway, construction fall 2014 (see attached for more info)
8 MVD Crosswalk Improvments Phase 2 - (225th and 222nd)	Initial design started
9 24th Ave South - Midway Elementary Sidewalks	Design underway
10 Guardrail repairs	requesting qoutes for repairs on MVD/10th Ave S section (near Redondo)
11 Sidewalk and Curb ramp improvements	preparing small sidewalk repair project on 7th Ave South
12 South 224th Street (Pac Hwy - 30th Ave S)	Design in 2014, not started yet
13 16th Ave South Segment 5a (272nd - 276th)	Design in late 2014, not started yet
14 South 216th Segment 3 (11th - 18th)	Planning to prepare grant application in July
15 Driver Feedback Signs	planning to visit some existing installations for comparison
Projects in planning/development phase	Status/Comment
16 Redondo Area Parking Management Study	Consultant setting up schedule and initial meetings with property stakeholders
17 Pavement Management Program	Plan to seek qoutes for systemwide database update in Spring/Summer 2014
18 MVD and South 240th Street Intersection Improvement	Possibly get 15% level design to determine ROW impacts in advance of redevelopment of NE corner
2014 - Anticipated grant applications for Transportation	Granting Agency/Source
South 216th Segment 1a (24th - SR-99)	FHWA (STP) - Remainder of ROW funds
South 216th Segment 1a (24th - SR-99)	Freight Mobility and Strategic Investment Board (FMSIB) - portion of cunstruction funding
South 216th Segment 1a (24th - SR-99)	Public Works trust Fund Loan (PWTF) - portion of construction funding
Pavement Management Program	FHWA (STP) - Preservation - Overlay of South 223rd Street
South 216th Segment 3 (11th - 18th)	Transportation Improvement Board (TIB) - complete design and construction
MVD and South 240th Street Intersection Improvement	Transportation Improvement Board (TIB) - complete design and construction
South 268th Street (16th - 19th)	Safe Routes to School (WSDOT) - design and construction



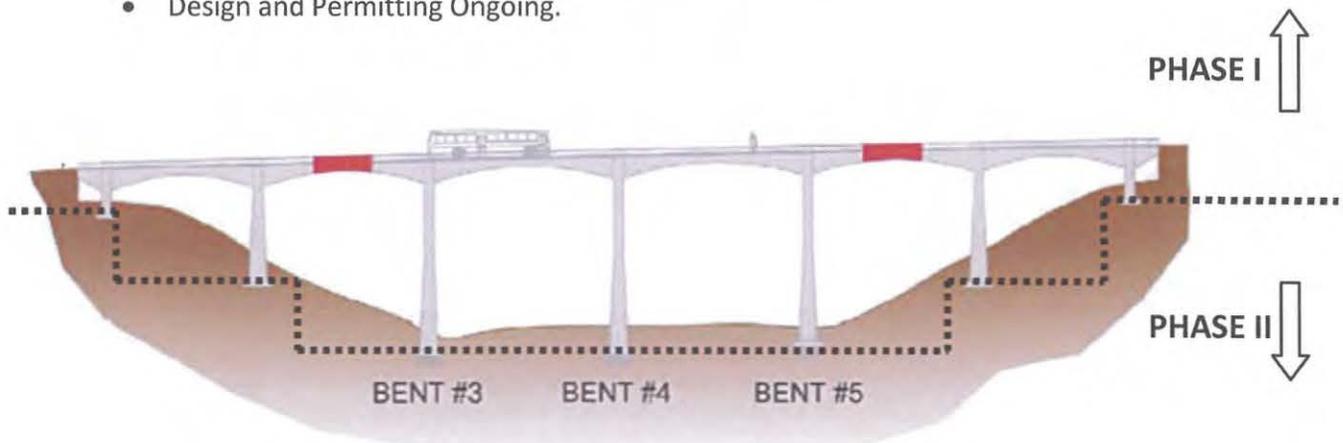
SALTWATER STATE PARK BRIDGE SEISMIC RETROFIT MAY 2014 PROJECT UPDATE

STATUS

- **Obtained Additional Funding from Federal Highways through WSDOT Local Programs Bridge Replacement Advisory Committee (BRAC) - \$1,500,000**

Combined Phase I and Phase II into (1) Project – **Future Savings \$4,000,000**

- PHASE I (Originally BRAC Funded) – Bridge Deck Strengthening and Repair; Expansion Joint Replacement; Strut/column strengthening.
- PHASE II (In addition to Phase I) – Concrete ‘collar’ for footings strengthening; Micropile installation at Bents #3, #4, #5.
- Design and Permitting Ongoing.



SCHEDULE

On Track!

- Spring/Summer 2014 – Modify project scope (SIP) to accommodate additional funding.
- Summer 2014 – Project design and permitting complete.
- Summer 2014 – Budget amendment to include additional funding. (Council Action)
- Fall 2014 – Project advertisement & Award (Council Action)
- Winter/Spring 2014-2015 – Construction



SOUTH 251ST STREET LANDSLIDE MAY 2014 PROJECT UPDATE

STATUS

- Geotechnical Investigation, Analysis, and Design Report ongoing.
- Secured Right of Entry with property owner.
- Franchise utility coordination & daily inspection ongoing.
 - PSE planning to relocate 4-inch gas main.

SCHEDULE

- Spring 2014 – Complete geotechnical report and design recommendations.
- Summer 2014 – Project design and permitting. (Council Action)
- Summer/Fall 2014 – Permanent roadway stabilization. (Council Action)



**Summary of Software Issues related to School Zone Flashers
at Woodmont and Midway**

- City installed a hardwired (A/C power connected) "Spot Devices" school zone flasher system at Woodmont Elementary with remote (web) access for programming. Installed in 2009.
- City installed a solar "Spot Devices" school zone flasher system at Midway/Pacific with remote access as well. Installed in 2012.
- These 2 locations above are also our current **Automated Speed Enforcement** locations. (Camera system turns on when flashers are on).
- In the middle of 2013, the City was informed that a company named "Carmanah" had purchased "Spot Devices" hardware devices (flashers, controllers, solar panels...), but failed to successfully purchase the software/server side. In August 2013 the City was informed that a 3rd company named "Cirrus" had purchased the software/server business and approached the City for \$540 (e-mail copy of notice attached) in order to provide support for our 2 locations for the 2013-2014 school year. Under "Spot Devices", this service was provided at no annual cost. After some initial kick back, the City finally paid the \$540 in December of 2013.
- On April 17, 2014 (notice attached) the City was notified that Cirrus would no longer be supporting the "Spot Devices" and the flashers would cease to operate correctly on July 1, 2014. This is problematic for the City since if the flashers are not working, then the Automated Speed Enforcement cameras would not operate.
- Staff is currently reviewing some potential options:
 - 1) Purchase a complete new controller and solar panel equipment from a different vendor.
 - 2) Work with King County to retro-fit our devices to a non-remote based device with compatible parts.
 - 3) Investigate with other Cities and City legal staff if there is the potential for legal action.
- Staff has not completed our analysis as of yet, but it our recommendation that any cost to update the flashers be covered by the ASE Safety Fund.

Brandon Carver

From: Cirrus Systems SIMA [sima@cirrussystemsllc.com]
Sent: Tuesday, August 13, 2013 11:01 AM
To: sima user
Subject: SIMA software connection renewal - Notice #1
Attachments: SIMA.pdf

Dear prior Spot Devices, Inc. and current Carmanah Technologies Corporation customers,

Cirrus Systems, LLC is reaching out to existing users of SIMA™ software services in an effort to assure you that we intend to offer support for existing SIMA™ software connections, providing the current user group significantly subscribes to the offering.

Over the past number of years, SIMA™ software services have been used to remotely manage pedestrian safety systems, such as school zone beacons and crosswalks. Users have complimented the flexibility and ease of using SIMA™ software services as a maintenance, monitoring and calendar management tool.

Cirrus Systems recently acquired SIMA™. Our records indicate that your organization uses one or more such SIMA™ software connections. Accordingly, we have two options for you to consider:

Option #1

Current users can opt into a subscription for the period of October 1, 2013 through June 30, 2014 for an upfront payment of \$135 per SIMA™ software connection. For clarity sake, if – for example – a municipality has three SIMA™ connected school zone beacon controllers, the charge would be three times \$135 or \$405, which would continue the SIMA™ software service for all three school zone beacons during the dates outlined above. If a sufficient number of current users select this alternative, Cirrus Systems will evaluate other options to extend beyond June 30, 2014.

Option #2

Current users can opt to have their SIMA™ software connections terminated effective September 30, 2013. If this option is chosen, your previously connected hardware may stop functioning. For example, if you have school zone beacons, they will no longer operate. If you have other SIMA™ connected traffic products, SIMA™ features such as remote management functionality, activation reports, product health status and feedback, and low battery notifications, to name a few, will be unavailable.

**One of these options must be chosen and initiated by September 30, 2013.
FAILURE TO NOTIFY US OF YOUR CHOICE AND PAY THE APPLICABLE FEES WILL
RESULT IN TERMINATION OF SERVICE EFFECTIVE SEPTEMBER 30, 2013.**

Please visit www.cirrusystemsllc.com/sima-renewal to notify Cirrus Systems of your choice to renew and pay the applicable fees, or terminate service, or email sima@cirrusystemsllc.com for more information.

As a new entrant into these existing business relationships, Cirrus Systems looks forward to providing best in class cloud based service. We are quite proud to offer SIMA™ as a core technology in our expanding systems integration business. Moving forward, we anticipate featuring it in applications far beyond the scope of pedestrian and vehicular traffic management. However, we recognize that its roots are in those traffic applications and we are pleased to offer SIMA™ to prior Spot Devices, Inc. and current Carmanah Technologies Corporation customers.

Best regards,

Cirrus Systems



Cirrus Systems, LLC

ref: a

CONFIDENTIALITY NOTICE: This message is confidential and may be privileged. If you believe that this email has been sent to you in error, please reply to the sender that you received the message in error, then please delete this e-mail. Thank you.



April 17, 2014

Cirrus Systems, LLC

Dear SIMA™ software traffic industry customers,

In a letter dated August 1, 2013, Spot Devices, Inc and Carmanah Technologies Corporation customers received information regarding the continued SIMA™ software services support for existing SIMA™ software connections. This support was offered through a subscription for the period commencing on October 1, 2013 and extending through June 30, 2014. As indicated in that letter, if a sufficient number of users subscribed to the SIMA™ software services, Cirrus Systems, LLC would consider extending the offering beyond June 30, 2014. Unfortunately, subscription levels were, and continue to be, inadequate with respect to Cirrus' ability to operate the SIMA™ software service as a viable line of business. We have, therefore, determined that the SIMA™ software services will be unavailable after June 30, 2014.

This letter serves to notify you that after June 30, 2014, connectivity to SIMA™ software services will be discontinued, and no further subscriptions will be offered.

Unfortunately, all SIMA™ connected Spot Devices and Carmanah hardware will function improperly without connectivity to the SIMA™ software services. For example, school zone beacons will not operate properly in the absence of the SIMA™ platform features, such as remote management functionality, activation reports, product health status and feedback, and low battery notifications, which will all become unavailable after June 30, 2014. We strongly recommend advanced preparation to help mitigate any challenges that might arise from the discontinuation of this service, including the purchase and installation of alternative hardware and software.

We would also like to point out that, to our knowledge, no one is offering support or maintenance plans for deployed SIMA connected hardware. Furthermore, our decision to discontinue SIMA is affected by an Agreement with Carmanah which we are not at liberty to disclose. As a result we are unable to provide recommendations or guidance to assist you with any hardware-related issues that might arise.

Thank you very much for your business and support.

Regards,

Cirrus Systems

59 DAMONTE PARKWAY, SUITE B-475 • RENO, NV 89521

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