



AGENDA
DES MOINES CITY COUNCIL
STUDY SESSION
City Council Chambers
21630 11th Avenue S, Suite C
Des Moines, Washington
Thursday, April 2, 2026 - 5:00 PM

CITY COUNCIL COMMITTEE OF THE WHOLE

5:00 p.m. - 5:50 p.m.

CALL TO ORDER

ROLL CALL

COMMITTEE OF THE WHOLE ITEMS

- Item 1. **Des Moines Marina 10-Year Capital Improvement Plan** - 40 Minutes
Staff Presentation:

CITY COUNCIL STUDY SESSION

6:00 p.m. - 10:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

COMMENTS FROM THE PUBLIC

Comments from the public must be limited to the items of business on the Study Session Agenda. Please sign in prior to the meeting and limit your comments to three (3) minutes.

DISCUSSION ITEMS

- Item 1. **Permitting Software Presentation** - 20 Minutes
Staff Presentation: Community Development Director Rebecca Deming
- Item 2. **Amenity Rental Discussion**- 25 Minutes
Staff Presentation: Assistant City Attorney Matthew Hutchins
- Item 3. **Future Capital Improvement Projects Update** - 50 Minutes
Staff Presentation: Civil Engineer Alex Johnson

EXECUTIVE SESSION

NEXT MEETING DATE

April 09, 2026 City Council Regular Meeting

ADJOURNMENT

Members of the public who wish to provide comment during the meeting via Zoom must register in advance. To register, please email cityclerk@desmoineswa.gov by 12:00 p.m. (noon) on the Wednesday before the meeting.

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

[Projected Future Agenda Items](#)

**City Council
AGENDA ITEM**

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: Des Moines Marina 10-Year Capital Improvement Plan - 40 Minutes

ATTACHMENTS:

1. 2026 Des Moines Marina 10-Year CIP April 2, 2026
2. 2026 Des Moines Marina 10-Year CIP
PowerPoint

FOR AGENDA OF:

DEPT OF ORIGIN:
Marina

DATE SUBMITTED:

March 23, 2026

CLEARANCES:

Marina

Purpose and Recommendation

The purpose of this item is to present the Des Moines Marina 10-Year Capital Improvement Plan to Council for review and discussion.

Background

The City's approach to planning for Marina investments has evolved over time—from a traditional Master Plan model to a more implementation-focused Capital Improvement Plan (CIP).

A Master Plan is a comprehensive, vision-oriented document that establishes long-term goals, guiding principles, and the overall future direction of a space. The City's most recent Marina Master Plan, adopted in 2007, outlined a long-term vision with multiple phases of redevelopment, including full dock replacement. While several important projects were completed under this framework—such as the removal of the launch ramp, construction of the travel lift pier, dredging of the entrance channel, and replacement of portions of the boardwalk and bulkhead—many of the plan's larger, long-term improvements were not realized prior to its expiration.

Over time, changing conditions began to challenge the effectiveness of a traditional Master Plan approach. A 2020 Marina Condition Assessment identified accelerated deterioration of key assets, requiring more immediate investment than previously anticipated. At the same time, escalating construction costs, evolving environmental regulations, and shifting operational priorities made it increasingly difficult to implement

a long-range, fixed vision.

More recent capital projects—including the North Bulkhead, Redondo Pier, and ongoing dock replacement efforts—have further highlighted the need for a more flexible, responsive planning approach.

As a result, the City has shifted to a Capital Improvement Plan (CIP) framework. A CIP is a multi-year planning tool that identifies, prioritizes, and schedules specific capital investments such as infrastructure, facilities, and equipment. Unlike a Master Plan, it is implementation-focused—centered on projects, costs, and timing—rather than establishing a broader vision.

Importantly, the CIP is intentionally broader than currently available funding. Near-term projects are generally supported by secured or reasonably anticipated funding, while later-year projects may not yet be funded and are included to support long-range planning and prioritization. This approach allows the City to remain flexible and responsive while proactively addressing infrastructure needs.

The 2026 Marina document is therefore intentionally structured as a CIP—focusing on capital needs, priorities, and cost estimates—rather than redefining the long-term vision for the Marina.

Discussion

The 2026 Marina Capital Improvement Plan (CIP) focuses on completing near-term improvements already underway, followed by a shift to larger, safety-critical infrastructure projects. In the immediate term, this includes completion of the L, M, and N dock replacements and construction of new tenant restrooms and visitor amenities in 2026.

Looking ahead, the next major round of projects centers on replacement of the aging seawall from CSR Marine to A-Dock, paired with a new pedestrian walkway and utility upgrades. These projects, anticipated between 2030 and 2036, are identified as the highest priority long-term investments and are foundational to enabling future dock replacement and broader marina modernization.



10-Year Marina Enterprise Fund's Capital Improvement Plan (2026–2036)



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1. Executive Summary

The Des Moines Marina - owned and operated by the City of Des Moines since its construction in 1970, has been a cornerstone of the community and a critical asset for the region. Primarily financially supported by its tenants, the Marina has served boaters, residents and visitors alike. Today, the Marina's infrastructure has been significantly impacted by the corrosive saltwater environment, economic shifts, evolving public interest, and age. Many of its facilities, and various infrastructure within the Waterfront and Redondo Zones, need substantial repair and replacement to ensure the Marina remains viable for future generations.

Key infrastructure challenges include the need for comprehensive seawall reconstruction. While portions of the seawall were replaced in 2009 and 2022, the section extending from the south parking lot by A-dock to CSR remains in critical need of replacement. Addressing this as part of a future capital improvement project will be essential to preserving the Marina's structural integrity and functionality.

Meanwhile, boating activities and trends have changed drastically since the Marina's inception and even more so since the worldwide Coronavirus pandemic. Salmon fishing and recreational crabbing seasons are now severely restricted and pleasure boating has become increasingly popular. Recent studies by BST Associates show that boaters are "trading up" to larger boats, and family boating has replaced fishing as the dominant activity on the water. (See *2025 BST Rate Study Presentation*)

Fortunately, the Marina's 2002 bonds were paid off in 2022, creating an opportunity to issue new bonds for improvements such as the Dock Replacement Project for L, M, and N dock and other redevelopment opportunities for the City of Des Moines. The Marina is also scheduled to retire the 2008 bonds in 2028, which will further support the ability to issue new bonds for future redevelopment.

Over the past several years, the Des Moines City Council, the Municipal Facilities Committee, Marina Tenants, and other interested stakeholders have studied existing conditions at the Marina, assessed repair needs, evaluated current and projected boating trends, and discussed numerous options for facility upgrades. Statistical, financial, and policy analysis has been provided by City Administration, consultants from the Waggoner Group, and from Paul Sorensen Principal for BST Associates. This 2026 Marina Capital Improvement Plan summarizes and synthesizes the conclusions and recommendations for the redevelopment of the Marina.

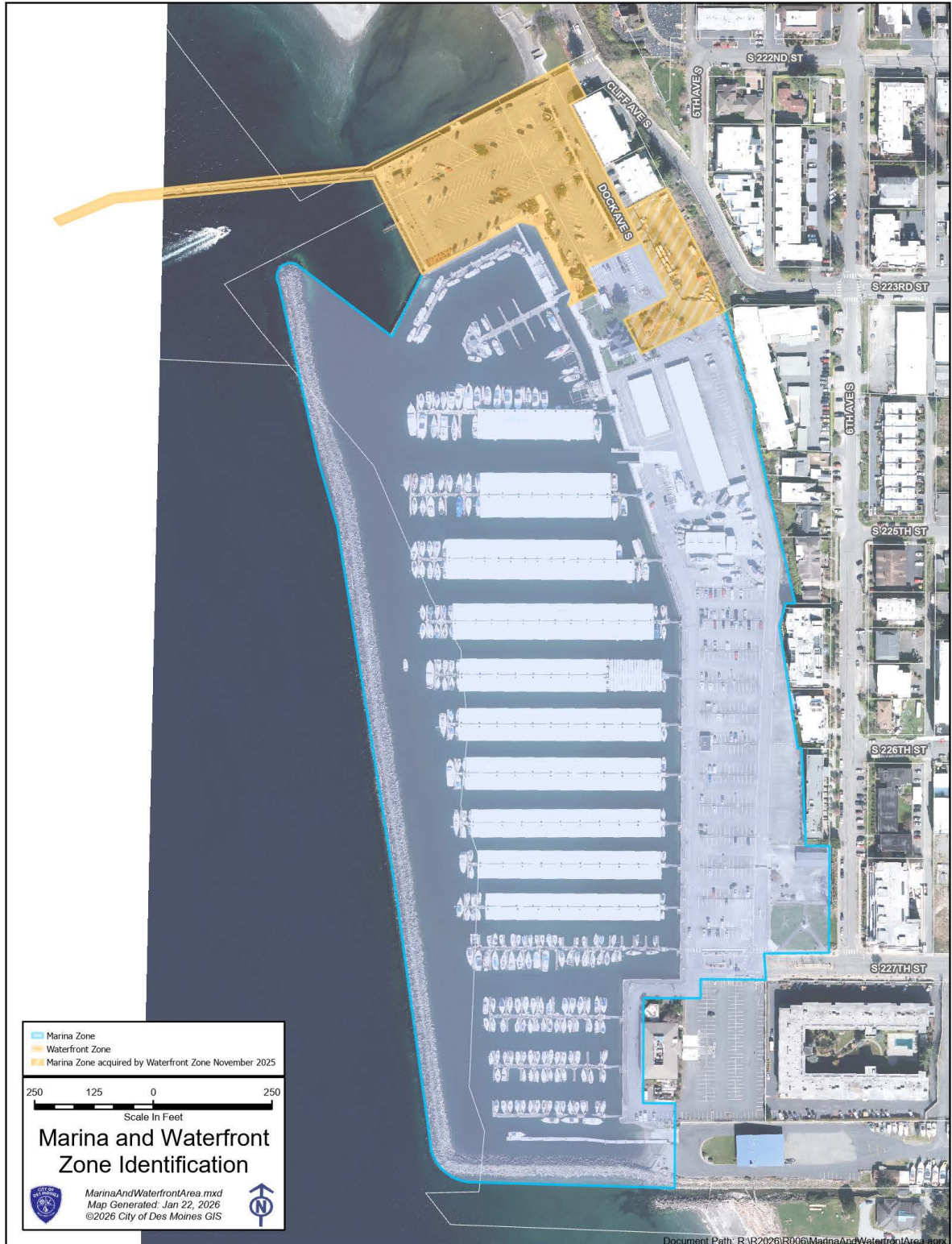
The 2026 Marina Capital Improvement Plan identifies the capital investment priorities that will guide the Marina's evolution and support expanded and enhanced services in the years ahead. Proposed changes in service may require the construction of new improvements, the removal of existing facilities, or only minor changes in daily operations. Overall, it presents a cohesive strategy for redevelopment, emphasizing the Marina's dual role as a premier boating facility and an inviting destination for visitors arriving by land or sea.

Proposed improvements include:

- In water projects: Enhancement of moorage facilities to attract tenants and guests.
- Upland development: Creating pedestrian-friendly spaces and supporting in water activities to improve experience for visitors, the community and tenants.

This document functions as a Capital Improvement Plan (CIP) for the Des Moines Marina, outlining, prioritizing, and scheduling essential investments in Marina infrastructure, shoreline protection, public access, and facility upgrades needed to keep the Marina safe, functional, and financially sustainable. Rather than just listing capital projects, the Marina CIP aligns project requirements—such as dock replacement, bulkhead stabilization, and public space enhancements—with a funding timeline based on moorage revenue. By combining a multi-year project plan with a clear financial strategy and affordability assessment, the CIP enables the City to determine when improvements can be made, how they will be financed, and what tradeoffs might be necessary, all while supporting the Marina’s long-term viability, economic growth, environmental stewardship, and community use.

This CIP document does not attempt to define a broader community or Council vision for the Marina floor or the long-term waterfront experience in Des Moines. That direction is expected to come through the City’s Strategic Plan, which is currently underway. As the Strategic Plan is completed, it may inform future refinements to the Marina’s long-term capital priorities and investment approach. At this stage, the Marina CIP is grounded primarily in the operational, safety, and infrastructure needs required to sustain the Marina as a self-supporting enterprise and to complete previously phased projects, while also acknowledging its broader role as a public asset.





2. Why We're Investing in the Marina

Much of the Des Moines Marina was constructed between the late 1960s and early 1970s. After more than 50 years of exposure to a harsh marine environment, many components now require major repair or replacement. Key drivers for investment include:

- **End-of-life infrastructure** (pilings, timber floats, covered moorage roofs)
- **Aging utilities** unable to support modern power loads or code requirements
- **A remaining seawall segment** that is deteriorating and risks structural failure
- **Shifting boating trends** toward larger vessels requiring more robust utilities
- **Higher visitor expectations** for restrooms, shoreline access and public amenities
- **The need to mitigate emergency repairs** that strain operating budgets

Reinvestment now prevents escalating maintenance costs, preserves safety, and positions the Marina to meet future boating demands.

3. Conditions Assessment – Des Moines Marina Assets

The following summarizes conditions identified in the **2020 Reid Middleton Service Life Report**, coupled with observed degradation since 2020. Overall, conditions have not improved and many elements are now urgent.

3.1 In-Water Facilities Summary

Pilings | *Rating: Fair*

- Timber pilings (50+ years old) remain serviceable but show increasing rot.
- Accelerated wear expected over next 5-10 years.
- Excess piling capacity prevents immediate critical impacts.

Floation Systems

Timber Floats | *Rating: Poor (Uncovered Docks) / Fair (Covered Docks)*

- Original and deteriorating; heavy maintenance required.
- Covered moorage timber floats show saturation and foam loss.

Concrete Floats | *Rating: Fair to Good*

- Generally sound with minor spalling and delamination beginning.

Decking | *Rating: Fair to Good*

- Replacement of untreated decking requires annual maintenance
- Remaining sections serviceable.

Utilities (Electrical, Water, Fire) | *Rating: Fair*

- Many components upgraded in early 2000s.
- Medium-voltage system, transformers, and some switchboards are noted to be **past service life**.
- Fire protection limited to manual dry standpipes, or hand-help fire extinguishers.

3.2 Covered Moorage Structures

Roof System | *Rating: Poor*

- Original roofs (except J dock).
- Vertical posts show deflection from historic snow loads.

Steel Truss Joists | *Rating: Fair-Poor*

- Structurally sound however visible corrosion; repainting and cleaning needed regularly.

Metal Roofing | Rating: Fair to Good

- No major deterioration; routine fastener replacement.

3.3 Mechanical & Electrical Systems

Mechanical Systems | Rating: Fair

- Potable water available at all docks; susceptible to freezing.
- Limited sewer pump-outs (fuel dock + guest dock).
- Kabel Schlepp installed only on select docks.

Electrical Systems | Rating: Poor to Fair

- Primary shore power feed well designed.
- Upland transformers, feeders, and many pedestals outdated.
- Ground-fault protection not compliant with current codes on many docks.
- Only partial upgrades on A–D and J Dock.

3.4 Breakwater & Bulkhead Protection

Rock Breakwater | Rating: Good

Steel Breakwater (Wing Wall) | Rating: Excellent

- Fully replaced 2021–2022.

Bulkhead (Seawall) | Rating: Fair

- North bulkhead replaced (2009–2022).
- South timber section needs replacement (A-L)

3.5 Fuel System

Fuel Dock | Rating: Good

- Original wood float replaced with concrete float in 1988.
- Three fueling stations:
 - Two serve boats 50ft +
 - One serves smaller vessels up to ~26 ft
- Fuel float and staff building require minimal maintenance.
- High-flow diesel and unleaded pumps located on north side; pump upgrades completed early 2022.

Fuel Tanks & Delivery System | Rating: Fair

- Entire system rebuilt in 1998 with:
 - New dispensers
 - Electronic inventory/delivery system
 - (3) 10,000-gallon double-wall fiberglass fuel tanks (20K diesel / 10K gas capacity)



- System now 23+ years old and exposed to harsh marine environment.
- Increasing repair and maintenance needs.
- Major repairs and upgrades completed in early 2022.
- Annual cleaning requirements \$\$.

3.6 Landside Facilities

Harbormaster Building | Rating: Poor to Fair

- 2,500 sq ft, two-story wood-frame facility built in early 1990s.
- Ground floor (1,300 sq ft) used by Marina maintenance staff—likely not highest/best use.
- Second floor (1,200 sq ft) occupied by Marina office staff.
- Building generally functional but aging and under-utilized.

Restrooms | Rating: Poor (Central & Southern) / Good (North Lot – Rebuilt)

- **Three total restrooms:**
 - 1 Waterfront Zone (public)
 - 1 Central restroom (moorage + Quarterdeck customers)
 - 1 Southern restroom (tenants only) with showers
- North lot restroom **relocated and renovated in 2023** (Good condition).
- Central and southern restrooms are in **poor condition** and need major repairs or full replacement.
- No laundry facilities for tenants or guests—a high-value amenity for boaters.
- **Most cost-effective solution: full demolition and replacement** of central and southern restroom buildings.

Dry Sheds | Rating: Poor (End of Life in 3–5 Years)

- 79 sheds (built 1969), designed for boats up to 20 ft.
- Spaces are 25' x 8'11" with manual garage doors.
- Some doors replaced in 2018; many remaining require replacement (~\$1,500 each).
- Sling hoist decommissioned in June 2022 due to severe deterioration.
- Given age and condition, estimated remaining useful life: **3–5 years**.

3.7 Overall Condition Summary

Area	Condition
Pilings	Fair
Timber Floats	Poor–Fair
Concrete Floats	Fair–Good
Decking	Fair–Good





Area	Condition
Utilities (All)	Fair
Covered Moorage Roofs	Poor
Structural Trusses	Fair
Metal Roof Panels	Fair-Good
Mechanical Systems	Fair
Electrical Systems	Poor-Fair
Rock Breakwater	Good
Timber Breakwater (Replaced)	Excellent
Bulkhead	Fair
Fuel Dock	Good
Fuel Delivery System	Fair
Harbormaster Building	Poor-Fair
Restrooms (Central/South)	Poor
Dry Sheds	Poor

Over the next ten years, the Des Moines Marina’s goal is to preserve and enhance the qualities that make this waterfront a cherished community asset, while strategically modernizing its facilities to meet the needs of today’s boaters and visitors. As one of the City’s most valued public spaces since 1970, the Marina has served both the boating community and the broader public, offering access to the unique beauty and recreational opportunities of Puget Sound. Recognizing the impacts of age, saltwater corrosion, and evolving boating trends, the Marina’s ten-year Capital Improvement Projects include dock replacements, seawall reconstruction, utility upgrades, and new amenities such as modern restrooms and a small-boat launching system.

These improvements ensure that:

- The docks remain safe and reliable
- Utilities can support today’s boats
- Upland spaces become more vibrant and useful
- Tenants get updated restrooms and facilities
- The Marina stays financially strong for decades

4. Major CIP Projects Over Next 10 Years

The Des Moines Marina is entering a decade of major improvements aimed at keeping the facility safe, modern, and enjoyable for everyone who calls our waterfront home. Many parts of the Marina were built in the late 1960s and 1970s and are now well past their intended service life. Key infrastructure - including the seawall, timber pilings, covered moorage roof structures, and upland utilities - is deteriorating and in need of replacement or major repair. The seawall, in particular, must be addressed first, as it provides critical structural support for the docks and upland facilities. Timber pilings and covered float systems show advanced wear, including saturation, separation of flotation materials, and structural degradation. Roof supports for covered moorage exhibit camber from past snow loads, and some electrical and water systems are outdated and noncompliant with current standards.

Replacement of the seawall, followed by docks and utility upgrades, represents the highest priority, ensuring the Marina's core functionality, safety, and compliance. Addressing these needs first lays the foundation for subsequent improvements, including pedestrian walkways and upgraded tenant amenities.

Along with a short project description, each capital project listed below includes planning-level cost estimates, expected timing and phasing, priority level, and proposed funding strategy.

The following is an overview of the key projects planned for the next 10 years.

4.1 Completion of L, M & N Dock Replacement (2025–2026)

Three of the Marina's docks will be fully replaced with modern, safer, and more accessible docks by March 2026.

Cost: ~\$12.5M

Priority: Highest (asset protection - active project)

Scope/Description:

- Upgrade of all utilities, including electrical, water, and fire protection system
- Updated lighting and safety features
- Modern fire protection
- New guide piles and structurally sound floats

Benefits

- Provides modern, safe, and accessible docks for all users.
- Improves lighting, fire safety systems, and shore power distribution.
- Ensures long-term compliance with safety standards and supports core marina operations.

Reason for Need:

- Existing timber and concrete floats were at or near the end of their service life.
- Covered moorage roof structures are deteriorating, showing camber from previous snow loads and other structural degradation.
- Utilities are outdated and noncompliant with current electrical and water standards.
- Replacement ensures safe, reliable moorage for the next 25+ years.

Funding Strategy:

- Marina Capital Bond (post-2022 bond payoff).
 - Potential state or federal grants.

Revenue / Cost Impact:

- Increases revenue through premium slip offerings.
- Reduces emergency repair costs and liability risks.
- Lowers long-term maintenance expenditures.

4.2 Updated Tenant Restrooms & Visitor Amenities (2026)

Building new, modern restrooms and showers in the south parking lot area.

Estimated Cost: \$950k-\$1.25M

Priority: Enhancement/Compliance Driven

Scope/Description:

- Construction of four unisex ADA compliant restrooms/showers for tenants.
- Cleaner, brighter, more secure spaces
- A tenant-only porta-potty dump station
- One single public facility

Benefits

- Provides cleaner, safer, and more comfortable amenities for tenants.
- Enhances tenant satisfaction and meets boater expectations for waterfront facilities.
- Reduces long-term maintenance costs associated with outdated restrooms.

Reason for Need:

- Existing restrooms are deteriorated and no longer meet current standards.

- Tenant feedback highlights the need for modern, reliable facilities.
- Addresses a gap in amenity offerings, critical to marina competitiveness.
- Nicer amenities allow for more competitive rates.

4.3 Seawall & Pedestrian Walkway Replacement: CSR Marine to A-Dock (2026-2036)

Replacing the aging seawall along the stretch from CSR Marine to A-Dock. This section of seawall has been rapidly deteriorating and is now in urgent need of full replacement. Along with the new seawall, upland utilities in this area will also be upgraded to support long-term marina improvements. In order to further dock replacement, the seawall and upland utilities must be updated to support new dock utility requirements

Estimated Cost: \$26M-30M (seawall) + \$1.5M (walkway)

Priority: Safety Critical / Asset Protection

What this means for users:

- A safer and more stable shoreline for both boaters and visitors
- Modernized upland utilities to support future dock infrastructure
- A wider, pedestrian-friendly boardwalk that matches the current north portion of the Marina, providing more space for walking viewing and recreation to the general public.
- Improved access and enhanced public experience along the waterfront
- A critical first step toward future dock replacements and overall marina modernization

Benefits:

- Protects both upland and in-water assets from failure and damage.
- Enhances recreational and public access along the waterfront.
- Critical first step enabling future dock replacements and modernization efforts.

Reason for Need:

- Existing seawall is aging, structurally compromised, and unable to reliably support docks.
- Walkway and utilities require modernization to meet current standards.
- Failure to address seawall first would jeopardize subsequent in-water projects.

Funding Strategy:

- Marina Revenue Bonds (post-2028 bond payoff).
- City contributions for the public walkway.

- Grants for shoreline resiliency and public access improvements.

Revenue / Cost Impact:

- Reduces emergency repair costs and risk to marina assets.
- Supports long-term revenue generation from future dock improvements.

4.4 Utility Upgrades: CSR Marine to A-Dock (2030-2036)

Improving aging water and power systems that support the docks along the seawall the Marina to meet today's demands.

Estimated Cost: \$1M-3M

Priority: Enhancement/Compliance Driven

What this means for users:

- More reliable power for boaters
- Better water pressure
- Preparation for future electrification and vessel charging capabilities.

Benefits

- Provides reliable water and power services for all marina users.
- Supports future dock systems and electric boat infrastructure.
- Ensures compliance with current utility standards.

Reason for Need

- Existing utilities are aging, noncompliant, and nearing the end of their service life.
- Upgrades are essential to support dock replacement and modern boating needs.

Funding Strategy

- Marina Capital Fund.
- Paired with seawall and boardwalk improvements for efficiency.

Revenue/Cost Impact

- Reduces long-term repair costs and operational risk.
- Enables premium services that can generate new revenue.

5. How These Projects Are Being Funded

The Marina’s improvements rely on a balanced financial strategy and we are committed to responsible spending and maintaining financial stability. Financial strategies include:

Primary Sources

- Marina Enterprise Fund (moorage, fuel, tenant fees)
- Revenue Bonds & LTGO Bonds
- City General Fund (public walkway, public restrooms)
- Grant Program Opportunities:
 - Recreation Conservation Office (RCO)
 - Boating Infrastructure Grants (BIG)
 - Federal Emergency Management Agency (FEMA)/ Resilience Funding

Rate & Fee Adjustments

- Annual moorage increases consistent with CPI and Puget Sound markets
- Parking fee adjustments to support waterfront operations
- Guest moorage rate alignment with regional trends

6. Funding Summary by Project

Project	Primary Funding Source	Secondary Funding
L, M, N Docks	Enterprise Fund	Bonds
South Lot Restrooms	Enterprise Fund	General Fund (one public stall)
Seawall/Walkway	Enterprise Fund	General Fund
Marina Power/Water	Enterprise Fund	State/Federal Grants

7. Timeline at a Glance

- **2025–2026:** L, M, N Dock Replacement
- **2026:** New Tenant Restrooms
- **2030–2036:** New seawall from CSR Marine to A-Dock
- **2030–2036:** Power and water upgrades



8. 10-Year Conceptual Cost Summary (2026–2036)

Project	Timeline	Cost Estimate	Notes
L, M, N Dock Replacement	2022–2026	\$12.5M	Primary in-water infrastructure
South Lot Tenant Restrooms	2026	\$950k–\$1.5M	Major tenant amenity upgrade, plus one public use amenity upgrade
New Seawall and Pedestrian Walkway from CSR Marine to A-Dock	2030–2036	\$26M–\$30M	Critical structure update
Marina Power/Water Upgrades	2030–2036	\$1M–\$3M	Critical utility modernization

(Costs include estimated design, engineering and construction)

Total Estimated Conceptual Cost (2026–2036): ~\$40M – \$46M



9. Outstanding Items Requiring Further Council Direction

While this Capital Improvement Plan outlines specific priority, projects planned for 2026–2036, several significant components of the Marina’s long-term vision remain outside the scope of this document. These items require additional policy input, strategic direction, or operational guidance from the City Council before they can be incorporated into a detailed CIP framework.

9.1 Dry Stack Facility

A future dry stack facility continues to be an area of interest, especially as demand grows for secure, efficient vessel storage options. Preliminary assessments suggest that a dry stack could increase moorage capacity, streamline vessel handling, and generate substantial long-term revenue. However, final decisions regarding its size, location, operational model, and integration with the surrounding Marina infrastructure will need further Council review. Additional technical, environmental, and financial analyses will also be required before a full project scope can be developed.

9.2 Marina Floor – Long-Term Vision

A comprehensive vision for the Marina Floor is still in development, and its direction will significantly influence several key facility decisions. Items awaiting clearer guidance include:

- **Harbormaster Office** – Potential relocation or redesign may be needed depending on the future configuration of the upper Marina area and circulation patterns or a potential multi-purpose building/ dry storage.
- **Storage Units** – The long-term role, quantity, and placement of storage units remain undetermined and depend on both operational needs and the larger re-envisioning of the current space occupying these units.
- **Public Restrooms Near the Harbormaster Office** – Future placement and design of these restrooms hinge on the overall layout of the Marina Floor, including pedestrian flow, dry stack considerations, multi-purpose building, activity zones, etc.

While conceptual discussions have begun, a defined project scope, schedule, and funding strategy have not yet been established. The eventual redevelopment of these buildings must be integrated with the broader Marina Floor vision to ensure cohesive circulation, modernized service areas, and alignment with long-term land-use goals. Developing a comprehensive replacement plan will require Council guidance regarding facility design priorities, phasing options, and the service level expectations these core buildings must support for the next generation of Marina operations.

9.3 Future Full Dock Replacement

While this CIP includes the first major dock replacements (such as L, M, and N), the future replacement of all remaining docks has not yet been scheduled or scoped. Developing a full-system replacement plan will require Council input on phasing, funding prioritization, and the long-term service levels the City wishes to maintain across all dock systems.

10. Conclusion

This 10-year plan positions the Des Moines Marina for a new era of reliability, modernization, and community value. It replaces critical aging structures, upgrades essential utilities and docks, and elevates core boater services to meet evolving needs. At the same time, it advances the transformation of the uplands into an active, inviting, and financially productive waterfront. Though a balanced mix of enterprise revenue, grants, bonds and targeted City support. The Marina is set on a stable path that protects its assets and strengthens its long-term outlook. Above all, this plan reinforces the Marina's role as a safe, vibrant, and beloved destination and upholds its long held reputation as the Crown Jewel of Des Moines.

Glossary of Terms

Bulkhead: A bulkhead, or **seawall**, is a vertical structure or embankment to protect and retain land from the erosion effects of the ocean. Also see north bulkhead and south bulkhead.

CSR Marine: A private full-service boat yard located south of the Marina office. CSR Marine leases property from the Des Moines Marina. CSR website is www.csrmarine.com.

Enterprise Fund: The Marina is an enterprise fund in the City's accounting system, meaning that all Marina revenues and expenses are supported by its direct use customers and not the general public. No general fund tax revenues of the City directly support the Marina, and no Marina revenues directly support the City. (See also Indirect Cost Allocation and Inter-fund General Fund Charge Back.)

General Fund: The General Fund (or current expense) is the City's operating fund. It accounts for all financial resources of the general government, except those required or elected to be accounted for in another fund. (See also Enterprise Fund)

Marina: A port located on a body of water that provides amenities such as dockage, moorings, storage, fuel docks, supplies and maintenance services for boats. The Des Moines Marina include both water side and land side functions.

Marina Zone: An enterprise funded zone where revenue and expenses are retained for Marina operations. The Marina Zone is separate and distinct from the City's Waterfront and Redondo Zones, which are supported by the City's general fund.

Public Access: The public is generally permitted to access the Marina, within the designated operating hours. The general public is not permitted to access docks leased by permanent tenants. The Marina facilitates public access and enjoyment of the marine environment via the promenade, access to small businesses (like the Quarterdeck), parking in the north lot, and the public fishing pier.

Redondo Zone: Is a City of Des Moines General fund operation. Revenues and expenditures from the Redondo Zone are part of the City's general fund. Marina staff time for the support of the Redondo Zone is compensated from the General fund.

Resident (vs. Tenant): A resident is a person who lives within City of Des Moines boundaries. A resident may or may not be a Marina tenant. Approximately 25% of the marina tenants are Des Moines residents. The vast majority of marina tenants are not residents of Des Moines.

Tenant (vs Resident): A Marina customer who has a signed a lease agreement with the Marina to store a vessel or related item (trailer/kayak) on Marina property. A tenant with a lease agreement may or may not be a Des Moines resident. Approximately 25%

of the marina tenants are Des Moines residents. The vast majority of marina tenants are not residents of Des Moines.

Waterfront Zone: Is a City of Des Moines General fund operation. Revenues and expenditures from the Waterfront Zone are part of the City’s general fund. Marina staff time for the support of the Waterfront Zone is compensated from the General fund.



APPENDIX

Background & History

The Des Moines Marina has served as one of the City's most valued public assets since its opening in 1970, functioning both as a working marina and a regional waterfront destination.

2007 Comprehensive Marina Master Plan

- Replacement of underground fuel tanks and fuel delivery system
- Repair of 800 feet of seawall
- Purchase of Quartermaster property
- Construction of new travel lift pier
- Dredging of the entrance channel
- Reconstruction of a portion of J Dock
- Addition of the Container Village
- Significant parking and safety improvements
- North electrical upgrades (CSR North)

2019–2024 Updates

Market analyses, environmental studies, demand studies, and community engagement helped redefine priorities. The 2024 Draft Master Plan confirmed the need for major redevelopment in both in-water and upland areas.

Recent Completed Projects (2022–2023)

- Waterfront Zone bulkhead reconstruction – ~\$12.5M – Completed 2024
- North lot restroom replacement – Completed 2023
- Guest dock electrical upgrades – ~\$250k – Completed 2024
- South parking lot lighting conversion to LED – ~\$20k – Completed 2024

Studies & Reports

- 2025 BST Rate Study Presentation
- 2020 Reid Middleton Des Moines Marina Service Life Report
- City of Des Moines Electrical Upgrade Study
- Waggoner Marina Survey
- Waggoner Marina Phase 2 Study



Des Moines Marina 10-Year Capital Improvement Plan



Purpose of this Presentation

Present overview of 10-Year Marina CIP (2026–2036)

- Summarize major infrastructure needs
- Outline funding strategy
- Provide staff recommendations
- Council feedback/questions as part of bi-annual budget process

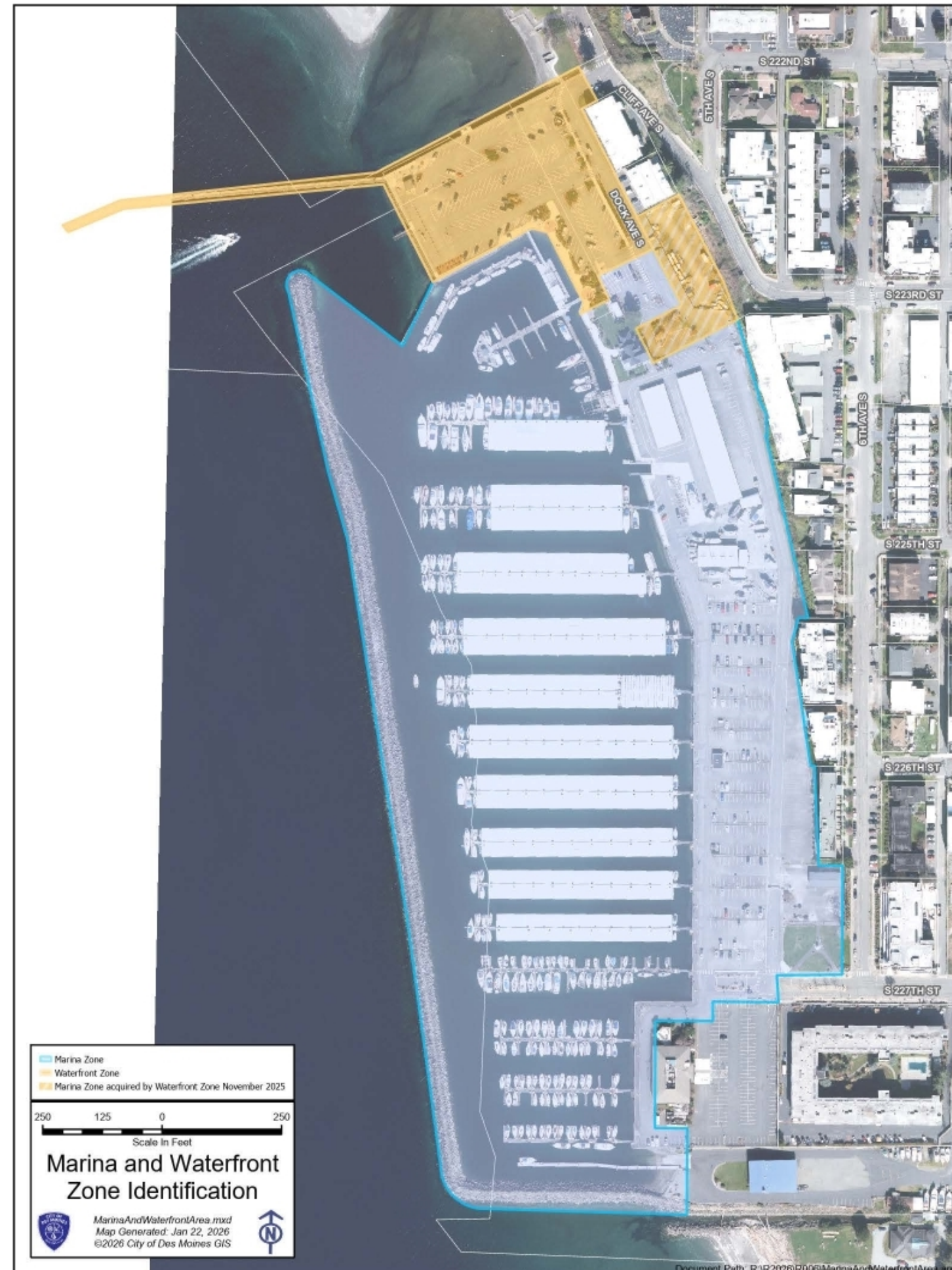
Background

Marina Master Plan vs Marina 10-Year CIP

2007 Marina Master Plan:

- “The Dream” plan with costly, multi-phase projects (~\$35M total).
- Achievements: boardwalk replacement, launch removal (2009), new travel lift, dredging.
- Uncompleted projects

2017 Waterfront Zone vs. Marina Zone



What Now?

Marina Master Plan vs Marina 10-Year CIP

Since 2017:

- 2020 Condition Assessment showed faster-than-expected asset deterioration.
- Rising costs, stricter national, State, and local regulations (especially environmental).
- New leadership: more focused, actionable approach for capital projects.
- 2025 BST Rate Study

A 10-Year Capital Improvement Plan (CIP)

- Actionable and aligned with current Marina Zone priorities.
- Prioritizes maintenance of current assets.
- Sets achievable goals for the next decade.
- Reviewed and updated annually to remain flexible and responsive to priorities and needs.

Why Investment Is Needed

- Marina constructed in 1970 (50+ years old)
- Saltwater corrosion impacting structural systems
- Aging utilities and code compliance gaps
- Changing boating trends (larger vessels)
- Prevent costly emergency repairs



Photo 11. Timber Float with Unencased Flotation



Photo 8. Roof Truss Corrosion



Photo 15. Outer Concrete Float Showing Deterioration



Photo 12. Timber Pile with Abrasion



CIP Development Process

- Results of the condition report
- Prioritize critical path assets for maintenance and replacement
- Developed updated conceptual costs

- Similar to other CIP projects, funding has been identified for the next 1–2 years to support the design phase.

10 year - Major Investment Goals

Priority Order

1. Dock Replacement (L, M, N) – *Scheduled for completion*
2. New Tenant & Public Restrooms – *In Process*
3. Seawall & Pedestrian Walkway Replacement
4. Utility Modernization



Tenant Restrooms/ Visitor Amenity (2026 – *in process*)

Estimated Conceptual Cost: \$950K–\$1.5M

- Four ADA tenant restrooms/showers
 - One public restroom
 - One small tenant porta potty dump station
 - Improved cleanliness & security
 - Supports competitive moorage rates
-
- Council was briefed on this project at the 11/6/2025 Committee of the Whole

Seawall & Pedestrian Walkway (2026-2036)

Estimated Conceptual Cost: \$26M-30M

- Replace deteriorating seawall (CSR to A-Dock)
- Protect upland and dock assets
- Wider pedestrian-friendly waterfront
- Enables future dock replacements



Utility Upgrades (2026-2036)

Estimated Conceptual Cost: \$1M-\$3M

- Modern power distribution
- Code compliance upgrades
- Supports electrification & larger vessels

Total 10-Year Capital Investment

- Estimated Total Conceptual Cost: \$28M – \$35M
 - Includes design, engineering & construction
 - Phased over 10 years
 - Prioritized by safety & asset protection
- Engineering & Design will provide definitive costs

Funding Strategy

- Marina Enterprise Fund (Primary Source)
 - Rate adjustments aligned with market and annual reviews
- Revenue Bonds (Post-2028 capacity)
- Funds from non-enterprise fund
- State & Federal Grants

Staff Recommendations

- Proceed w/ engineering and conceptual design for most critical projects
- Continue to work with City Council for long term vision of Marina as a whole
- Continue financial modeling of rates, dept, and capital needs
- Increased annual budget of maintenance of docks
- Updated assessment of Marina assets

Questions/Comments?





Des Moines

WATERLAND CITY

Appendix

Reid Middleton

Table 2. Dock Facilities – Estimated Service Life Remaining
2020

Table 2. Dock Facilities – Estimated Service Life Remaining.

Item	Estimated Service Life Remaining
Docks A - D	15-25 years
Docks E to I	10-15 years
Dock J	10-15 years, 30 years for newer section
Docks K and L	10-15 years
Dock M	10 years
Dock N	10 years
Guest Party Docks	25-30 years
Fuel Float	20-25 years
Commercial Dock	25 years
Seawall	5-15 years
Gangways	10-15 years

BST POWERPOINT

BST Associates

Des Moines Marina Rate Analysis

City of Des Moines

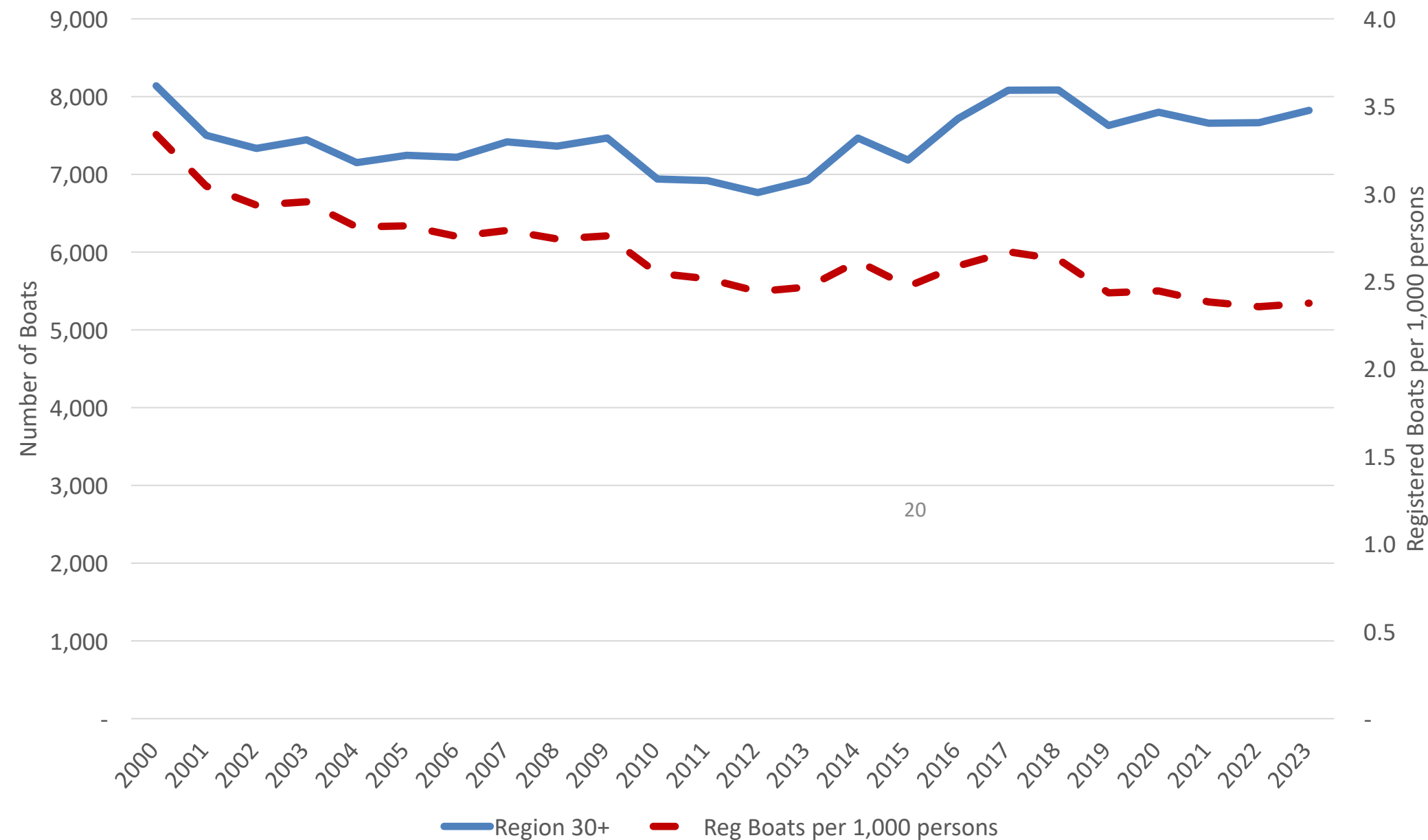
July 14, 2025

Agenda

- Purpose of study – update rates for 2026
- Review demand for moorage
 - Sales of new boats
 - Recreational boat fleet trends
 - Marina supply
- Rate options
 - Review rate trends
 - 2025 market comparison
 - Recommendations

Registered Boats 30+ Feet Long - History

King County & Pierce County

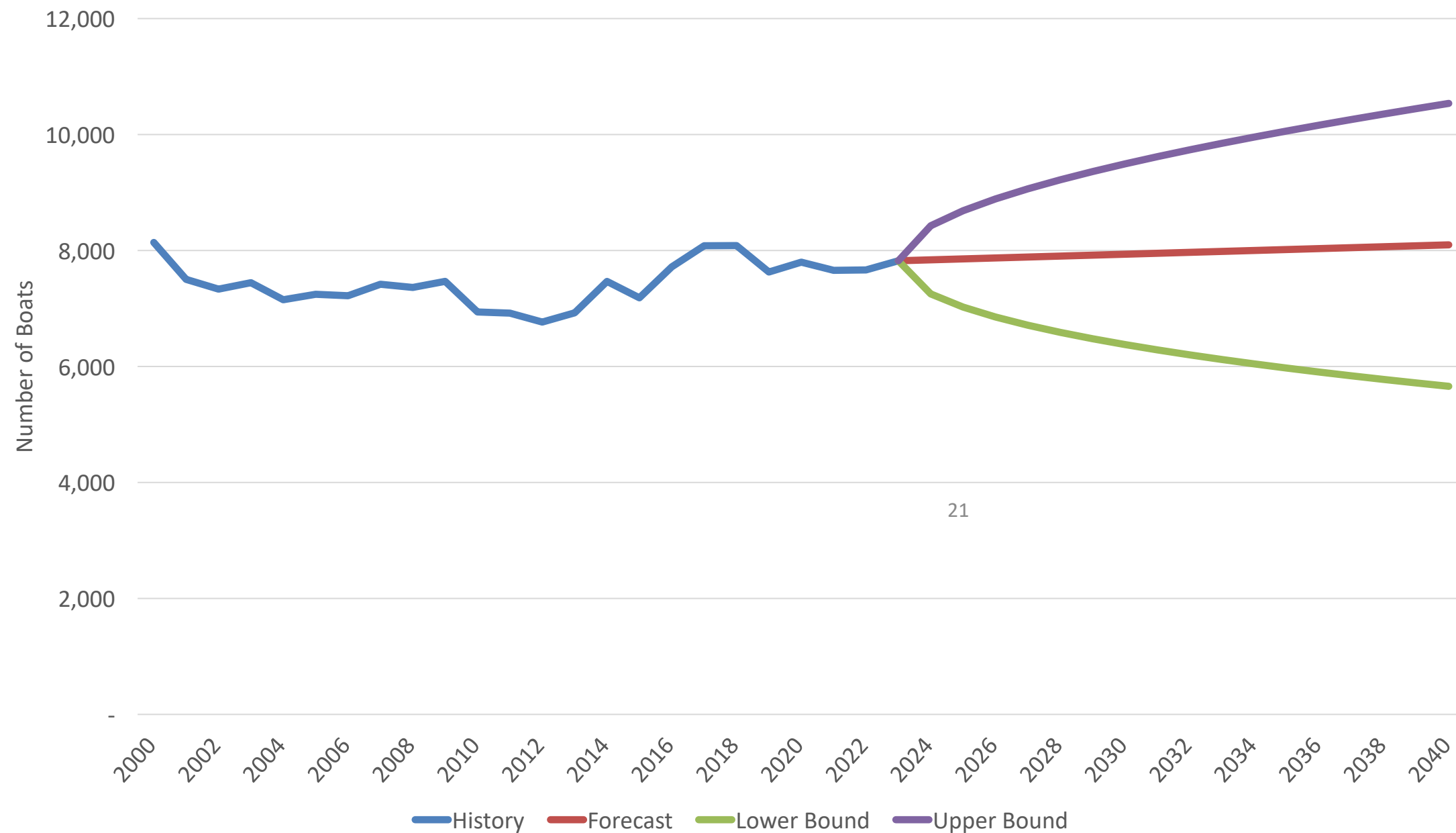


Registered boats in King County and Pierce County (30 feet long+)

- Ranged between 6,800 and 8,100
- Ownership declined from 3.3 per 1,000 persons to 2.4 per 1,000 persons
- Population grew substantially during this time

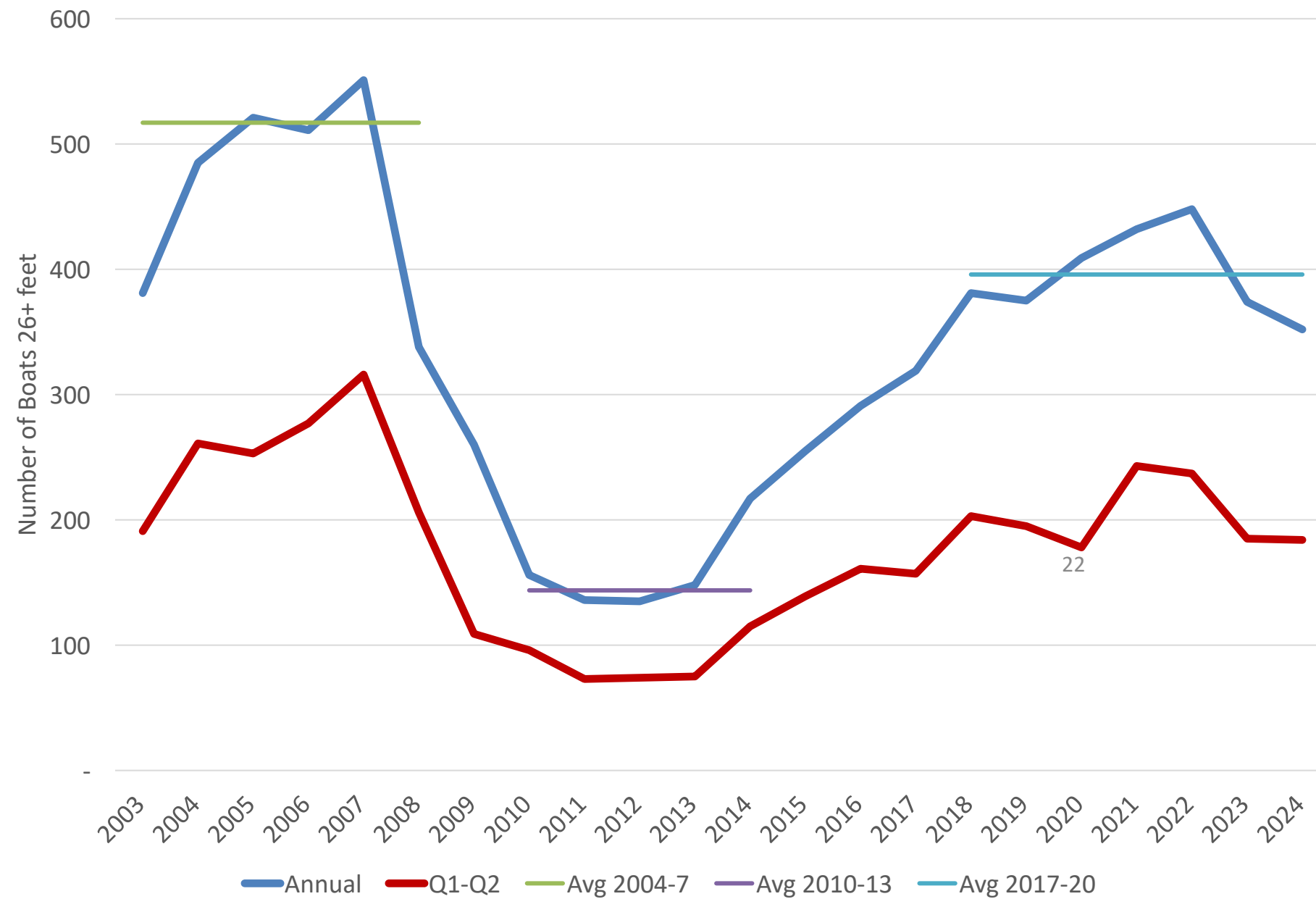
Registered Boats 30+ Feet Long - Forecast

King County & Pierce County



- Forecast
- Holding steady at ~8,000 boats
- Low of 5,600
- High of 10,500

Sales of New Boats (26+ Feet)



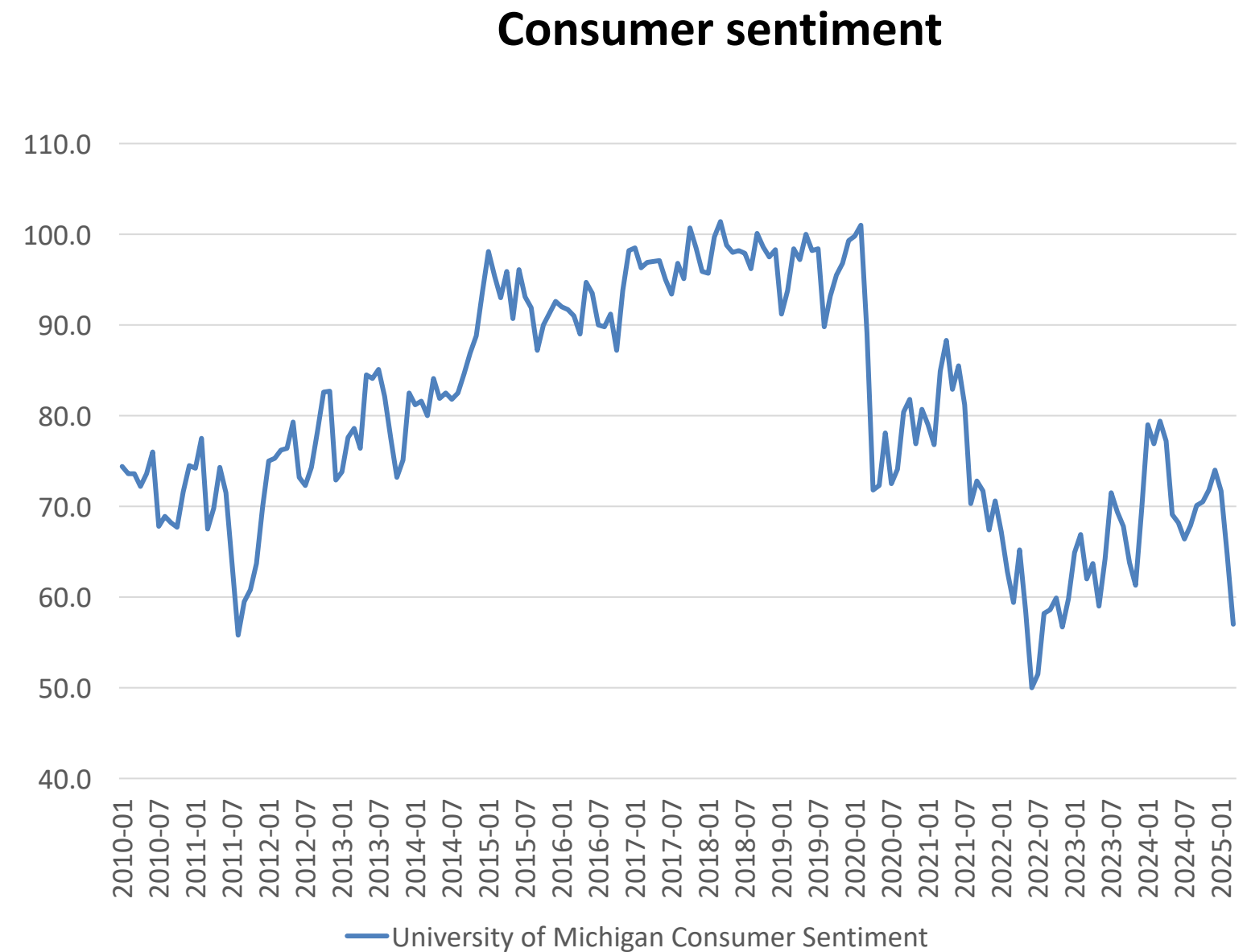
1. Boating is discretionary – sales of new boats increase or decrease depending on economic conditions
2. Pre-2008, sales accelerated due to increases in credit purchases
3. Boat sales fell following the 2008 great recession and stayed low until 2012, longer than other retail/service products
4. Recent increases in sales, driven by Covid in 2020/2021, declined slightly from the 2022 peak

Economic Conditions

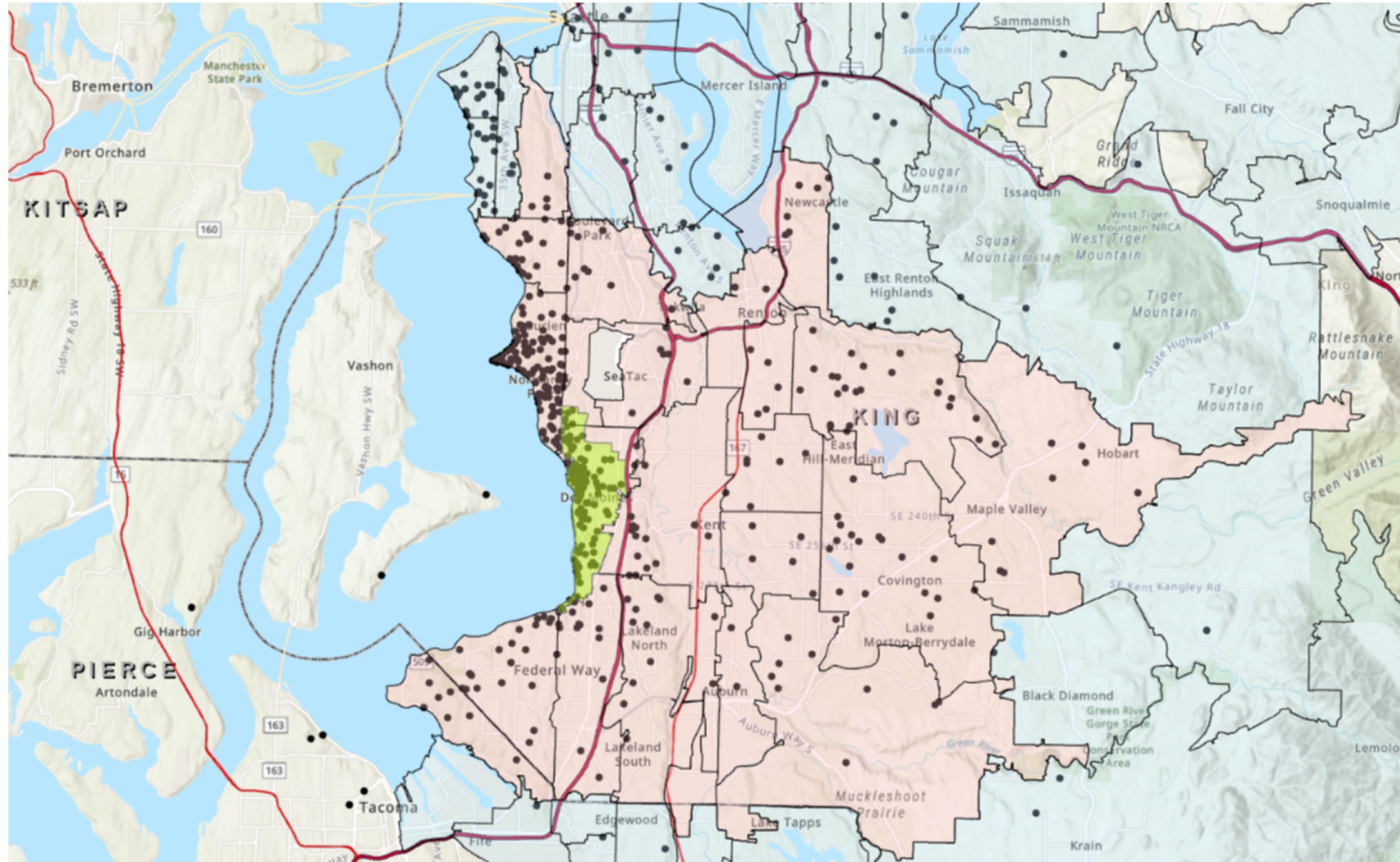
Headwinds

- **Uncertainty prevails**
 - Federal Open Market Committee
 - “the risks of higher unemployment and higher inflation have risen”
 - Tariffs - larger than expected
 - Impact to consumers and marine businesses
 - Consumer confidence is low
 - Boat sales and use could decline

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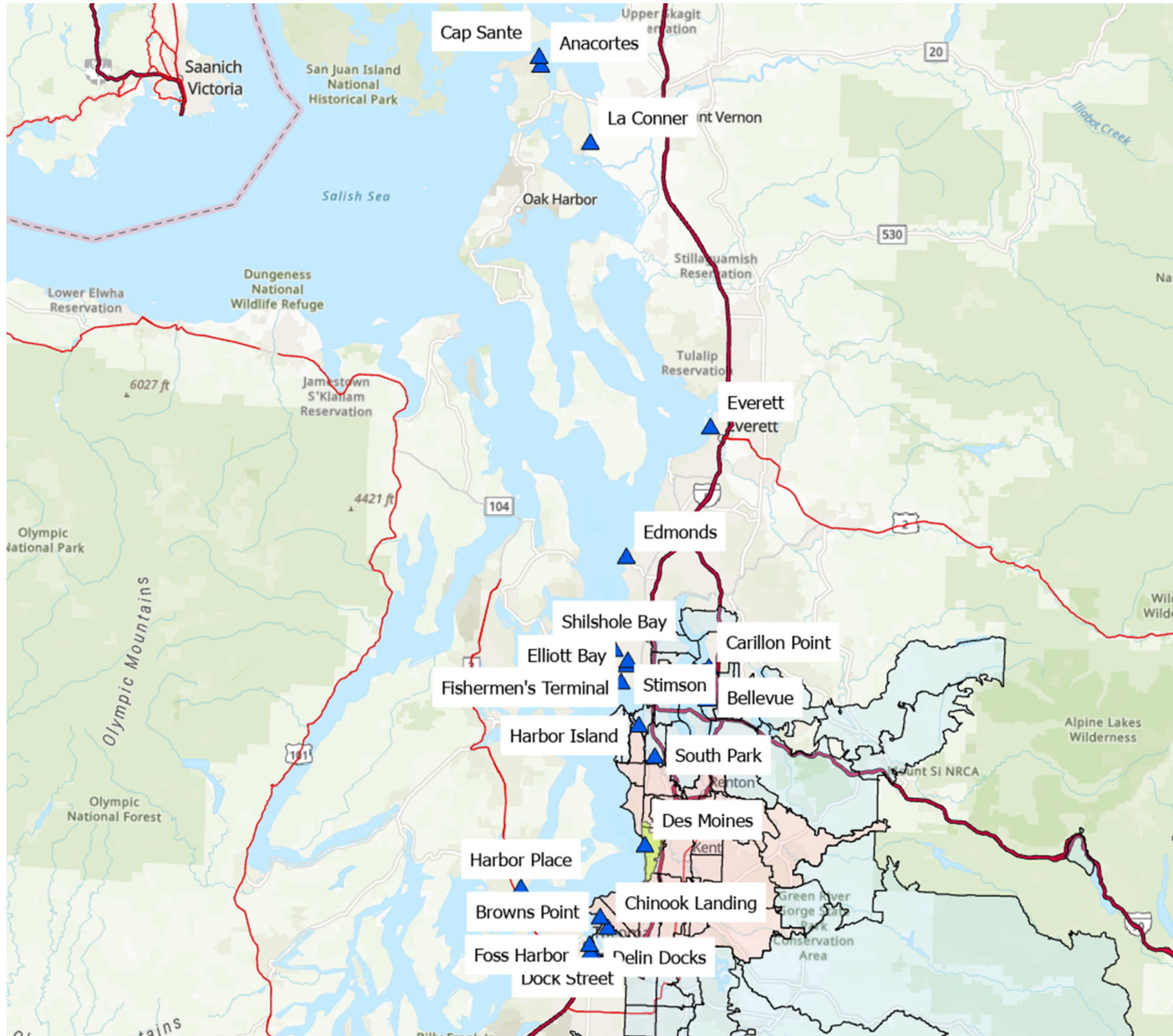
Des Moines Marina Primary Market



- Des Moines Marina serves a regional population (King and Pierce counties)
- % of Tenants
 - Des Moines 19.1%
 - Seattle 16.3%
 - Burien 11.3%
 - Normandy Park 8.4%
 - Renton 6.6%
 - Kent 6.4%
 - Federal Way 5.7%
 - Other 19%

Supply of Moorage in Market Area

- Most marinas in Puget Sound are over 40 years old
- Many reaching the end of their useful life
- The expense to rebuild or build new marinas could be prohibitive
- The supply of wet moorage is likely to decline



Marina Comparables

DES MOINES MARINA RATE TRENDS

Des Moines Marina Open Moorage Rates

Open	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
20	\$6.43	\$6.60	\$6.78	\$6.86	\$6.98	\$7.12	\$7.27	\$7.40	\$7.56	\$7.71	\$7.83	\$8.24	\$8.98	\$9.65	\$10.04
24	\$7.21	\$7.40	\$7.60	\$7.68	\$7.83	\$7.94	\$8.10	\$8.26	\$8.43	\$8.60	\$8.73	\$9.19	\$10.02	\$10.75	\$11.21
28	\$7.48	\$7.68	\$7.89	\$7.98	\$8.12	\$8.27	\$8.60	\$8.95	\$9.31	\$9.61	\$9.84	\$10.28	\$11.21	\$11.96	\$12.53
32	\$8.17	\$8.40	\$8.62	\$8.71	\$8.87	\$9.04	\$9.40	\$9.77	\$10.17	\$10.57	\$10.74	\$11.30	\$12.32	\$13.22	\$13.77
36	\$8.67	\$8.90	\$9.14	\$9.24	\$9.41	\$9.58	\$9.96	\$10.36	\$10.78	\$11.21	\$11.39	\$11.97	\$13.06	\$14.01	\$14.59
40	\$9.25	\$9.50	\$9.76	\$9.87	\$10.05	\$10.23	\$10.64	\$11.07	\$11.51	\$11.97	\$12.16	\$12.80	\$13.06	\$14.99	\$15.59
50	\$10.45	\$10.73	\$11.02	\$11.15	\$11.35	\$11.57	\$12.03	\$12.51	\$13.01	\$13.53	\$13.74	\$14.47	\$15.76	\$16.93	\$17.63
60	\$10.78	\$11.07	\$11.37	\$11.49	\$11.70	\$11.99	\$12.48	\$12.98	\$13.50	\$14.04	\$14.26	\$15.01	\$16.35	\$17.57	\$18.30

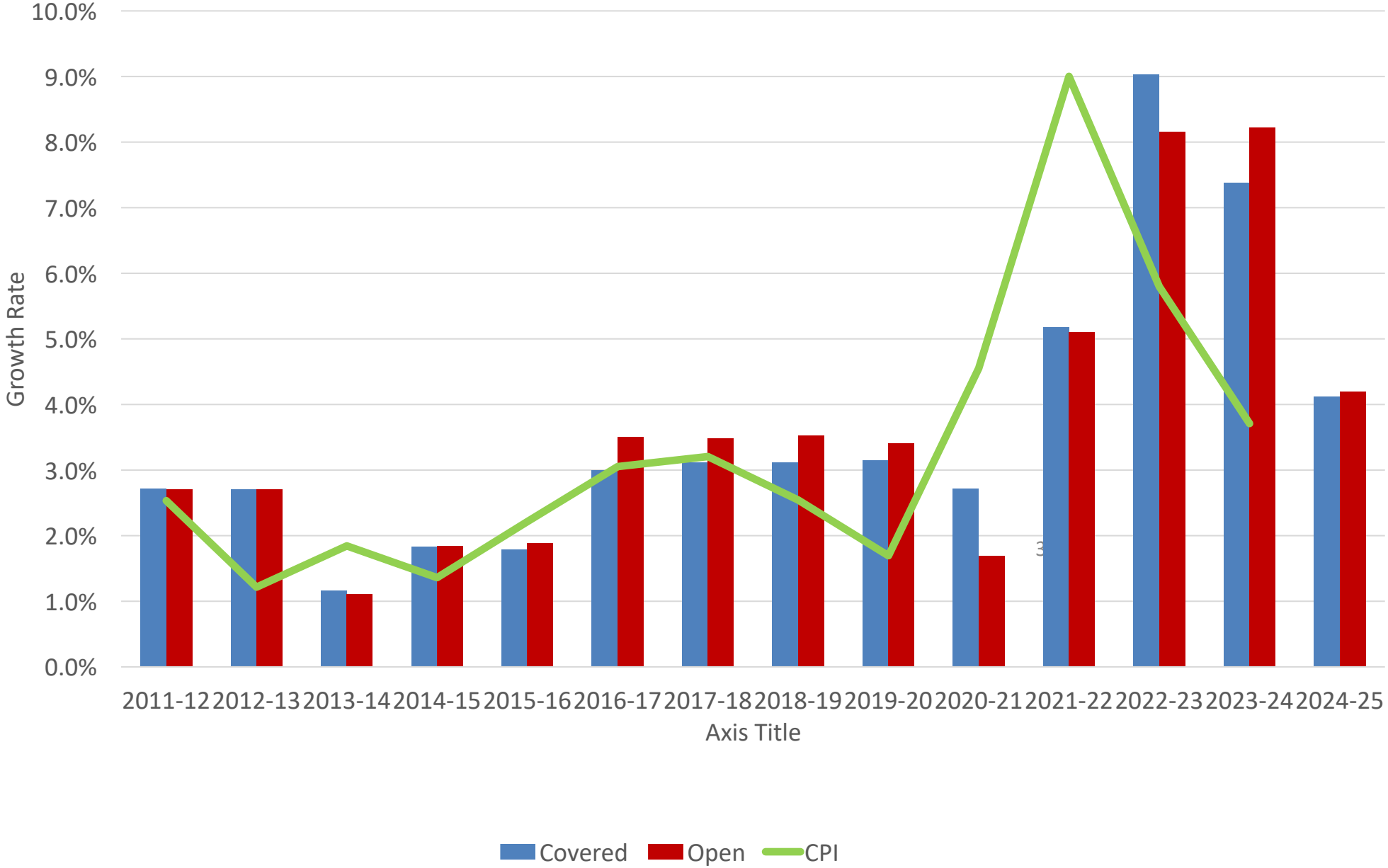
Source: City of Des Moines, monthly rates

Des Moines Marina Covered Moorage Rates

Covered	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
20	\$8.00	\$8.21	\$8.44	\$8.53	\$8.69	\$8.85	\$9.03	\$9.21	\$9.39	\$9.58	\$9.74	\$10.23	\$11.16	\$11.98	\$12.48
24	\$9.17	\$9.42	\$9.68	\$9.78	\$9.96	\$10.14	\$10.35	\$10.55	\$10.76	\$10.98	\$11.16	\$11.74	\$12.80	\$13.73	\$14.30
28	\$9.91	\$10.18	\$10.45	\$10.60	\$10.79	\$10.99	\$11.32	\$11.66	\$12.01	\$12.37	\$12.57	\$13.21	\$14.41	\$15.47	\$16.11
30	\$9.91	\$10.18	\$10.45	\$10.60	\$10.79	\$10.99	\$11.32	\$11.66	\$12.01	\$12.37	\$13.65	\$14.36	\$15.66	\$16.81	\$17.50
32	\$10.58	\$10.87	\$11.16	\$11.28	\$11.49	\$11.70	\$12.16	\$12.66	\$13.16	\$13.69	\$13.90	\$14.62	\$15.94	\$17.13	\$17.83
36	\$12.05	\$12.38	\$12.71	\$12.85	\$13.09	\$13.33	\$13.86	\$14.41	\$14.99	\$15.59	\$15.84	\$16.67	\$18.17	\$19.51	\$20.31
40	\$12.78	\$13.13	\$13.49	\$13.63	\$13.88	\$14.14	\$14.57	\$15.00	\$15.45	\$15.91	\$16.17	\$17.00	\$18.54	\$19.90	\$20.73
50	\$15.00	\$15.40	\$15.82	\$15.99	\$16.28	\$16.51	\$17.00	\$17.68	\$18.39	\$19.13	\$19.43	\$20.45	\$22.29	\$23.93	\$24.92

Source: City of Des Moines, monthly rates

Des Moines Marina Rate Increases

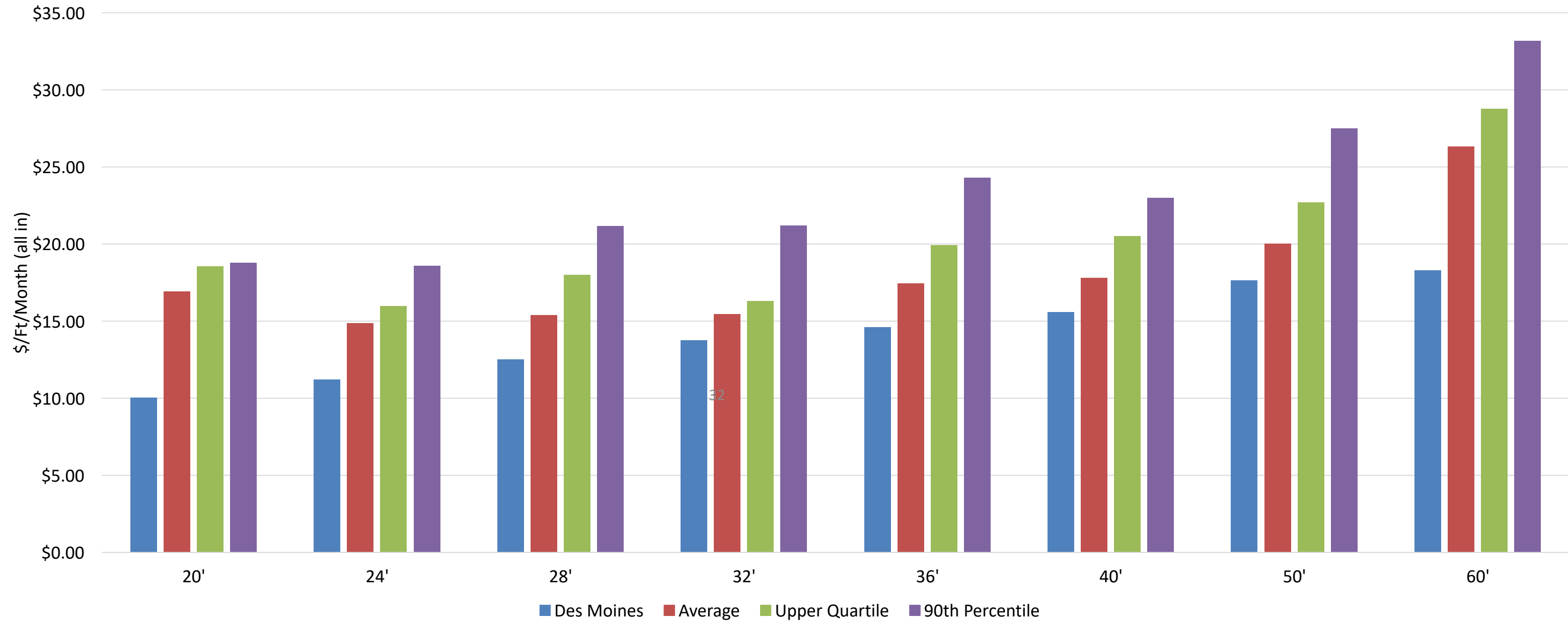


- Moorage rate increases linked to CPI
- From 2011 to 2025
 - Moorage rate increases for covered and open moorage averaged 3.6% per year
 - CPI increased at 3.3% per year
 - Des Moines moorage rate increases averaged 0.3% above CPI

Comparison – 2025 Rates for Open Slips

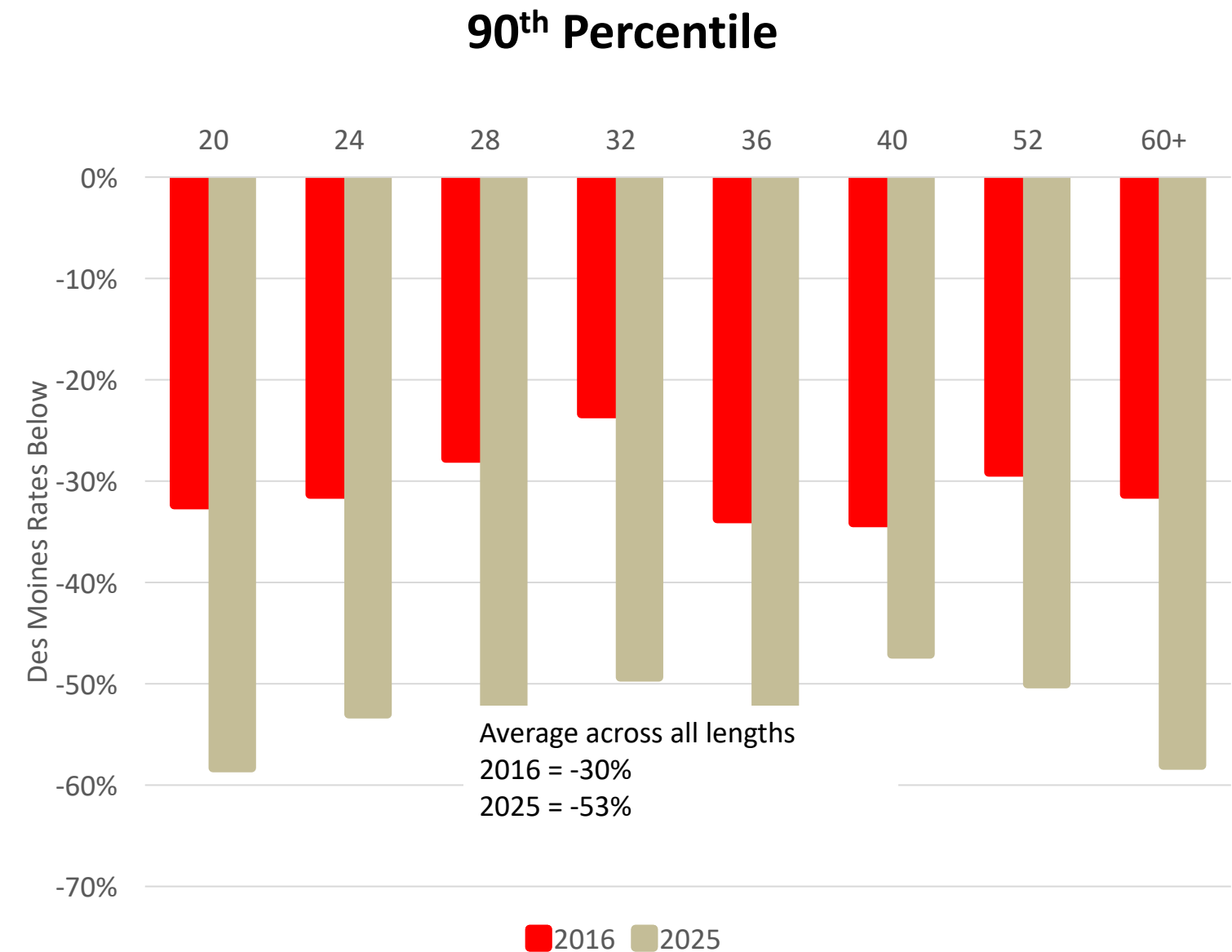
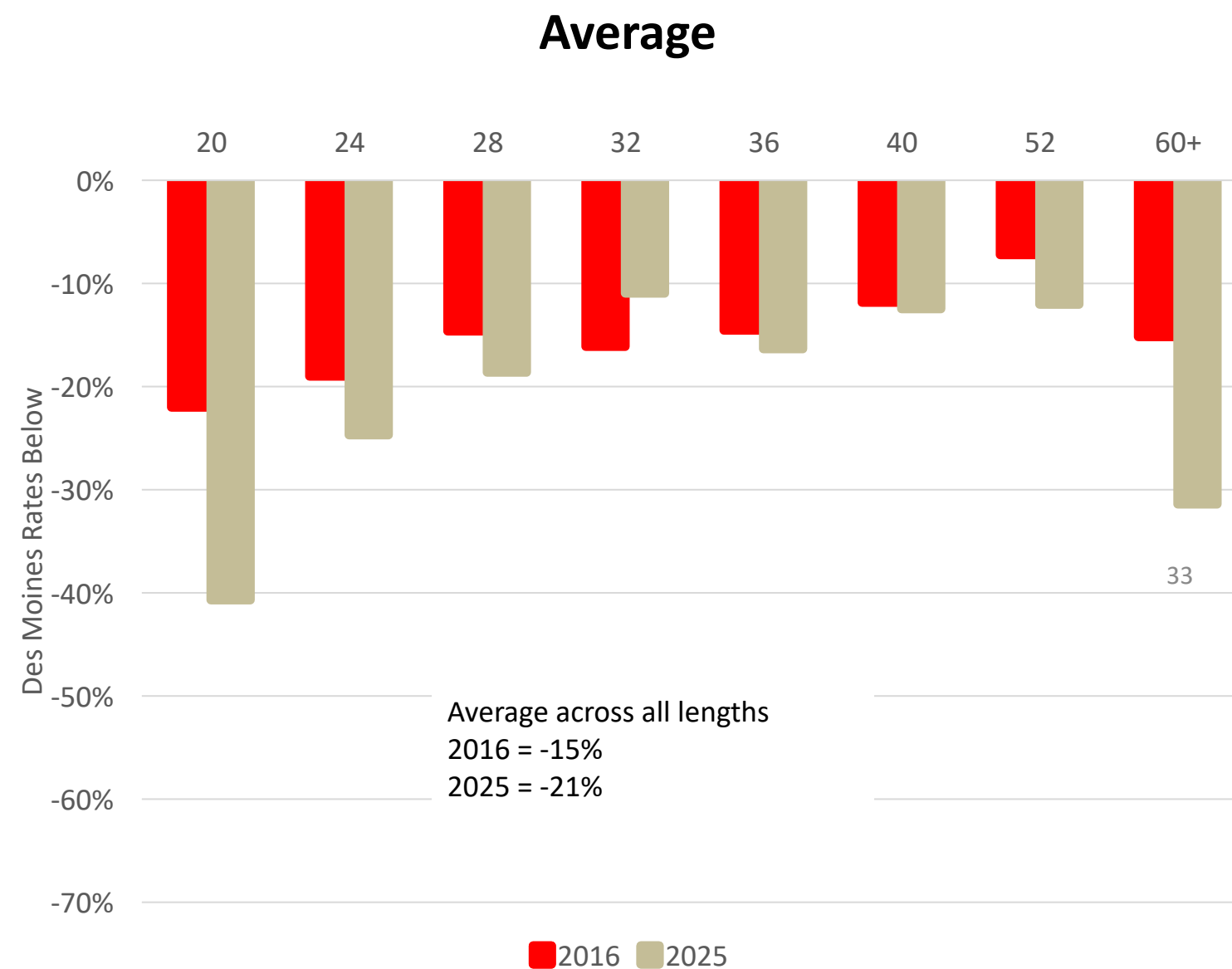
Marina	Area	Ownership	20	24	28	32	36	40	52	60
Harbor Place Marina	Gig Harbor	Private			\$14.37	\$14.37			\$16.00	
Foss Harbor	Tacoma	Private		\$14.98	\$14.63	\$15.27	\$14.63	\$14.71	\$15.37	
Marina at Browns Point	Tacoma	Private			\$10.46	\$9.66	\$9.56	\$10.55	\$10.32	
Delin Docks	Tacoma	Private					\$16.92		\$19.40	
Dock Street Marina	Tacoma	Private					\$16.92		\$19.40	
Chinook Landing	Tacoma	Private			\$11.83	\$11.83	\$12.22	\$12.25	\$12.36	
Elliott Bay Marina	Seattle	Private			\$25.87	\$25.74	\$25.43	\$25.71	\$34.82	\$39.85
Shilshole Bay Marina	Seattle	Public	\$18.43	\$18.43	\$19.09	\$22.73	\$22.30	\$22.83	\$26.79	\$28.76
South Park Marina	Seattle	Private		\$15.00	\$15.00	\$15.00	\$15.00	\$15.00		
Harbor Island Marina	Seattle	Public	\$14.32	\$14.32		\$14.32		\$14.62	\$15.57	
Fishermen's Terminal	Seattle	Public	\$18.93	\$18.93	\$18.93	\$18.93	\$18.93	\$21.13	\$22.12	\$23.72
Bellevue Marina	Bellevue	Public			\$14.31	\$14.40	\$12.98	\$19.91	\$20.98	
Carilon Point	Kirkland	Private			\$22.07		\$23.17	\$23.15	\$29.16	\$31.50
Edmonds	Edmonds	Public	\$16.05	\$15.16	\$15.16	\$17.36	\$18.04	\$19.94	\$25.01	\$25.10
Everett	Everett	Public								
Main Basin	Everett	Public	31	\$11.79	\$11.67	\$13.26	\$15.00	\$17.09	\$19.36	
North Basin	Everett	Public						\$18.22	\$20.65	\$22.22
Anacortes	Anacortes	Private				\$14.38	\$19.14	\$20.31	\$22.91	\$26.50
Cap Sante	Anacortes	Public		\$10.41	\$10.41	\$12.78	\$14.18	\$16.90	\$16.61	\$23.48
La Conner	La Conner	Public			\$11.67	\$11.88	\$12.09	\$12.73	\$13.82	\$15.78
Des Moines	King	Public	\$10.04	\$11.21	\$12.53	\$13.77	\$14.59	\$15.59	\$17.63	\$18.30
	Market exc. Des Moines	Average	\$16.93	\$14.88	\$15.39	\$15.46	\$16.66	\$17.82	\$20.04	\$26.32
		75th Percentile	\$18.56	\$15.98	\$17.99	\$16.31	\$18.99	\$20.52	\$22.71	\$28.76
		90th Percentile	\$18.78	\$18.58	\$21.17	\$21.21	\$22.73	\$22.99	\$27.50	\$33.17

2025 Rate Comps – Open Slips



Market Rate Comparison – Open Slips

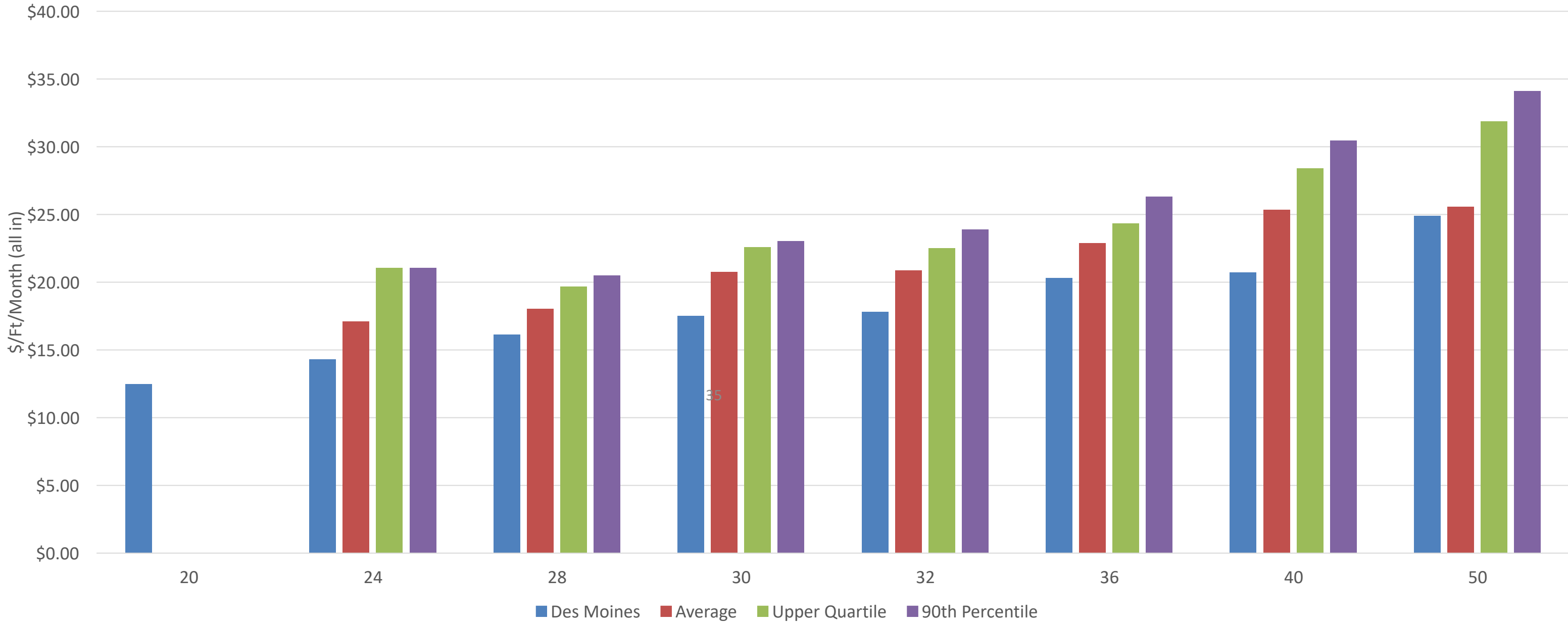
How Far Below the Market are Des Moines Rates?



Comparison – 2025 Rates for Covered Slips

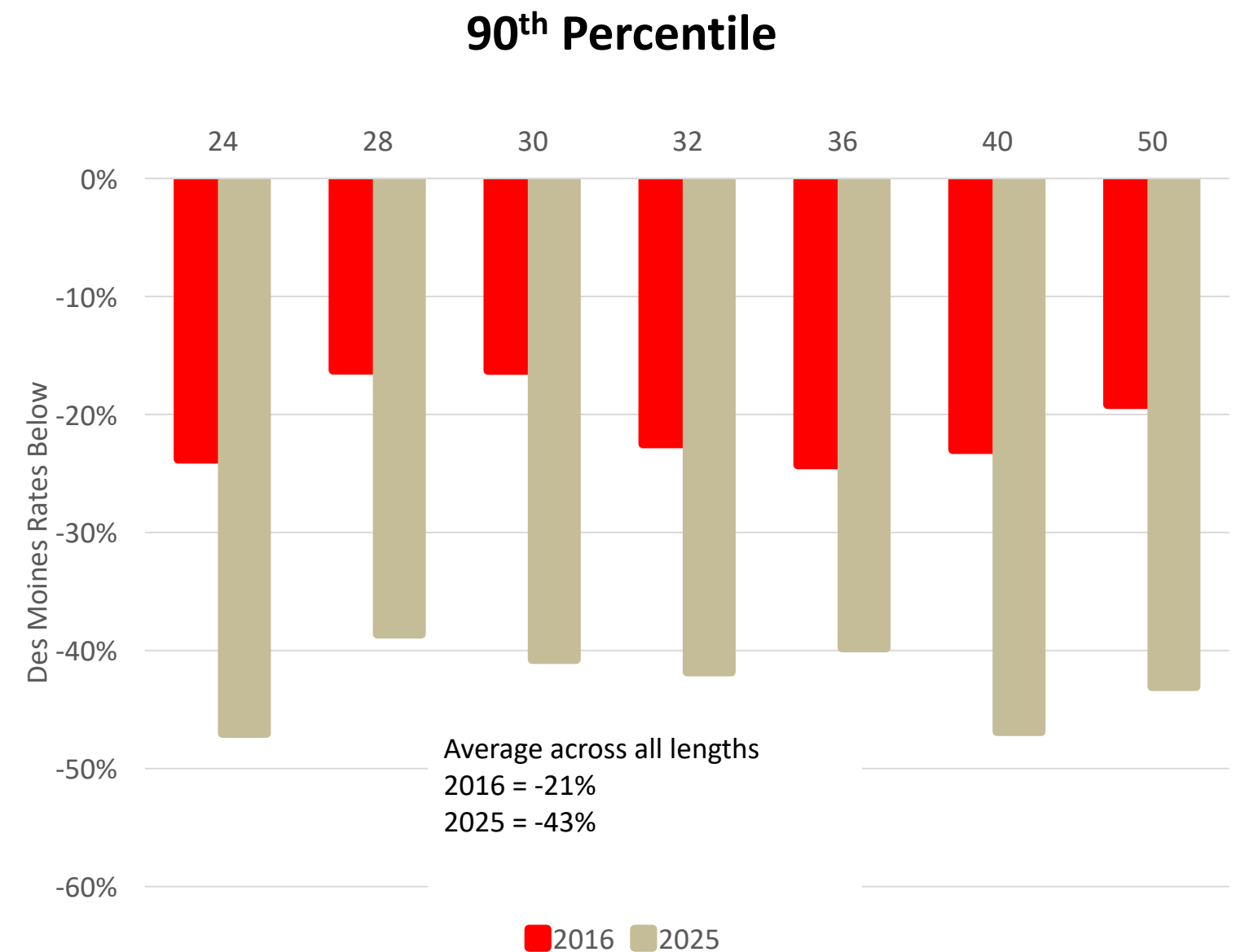
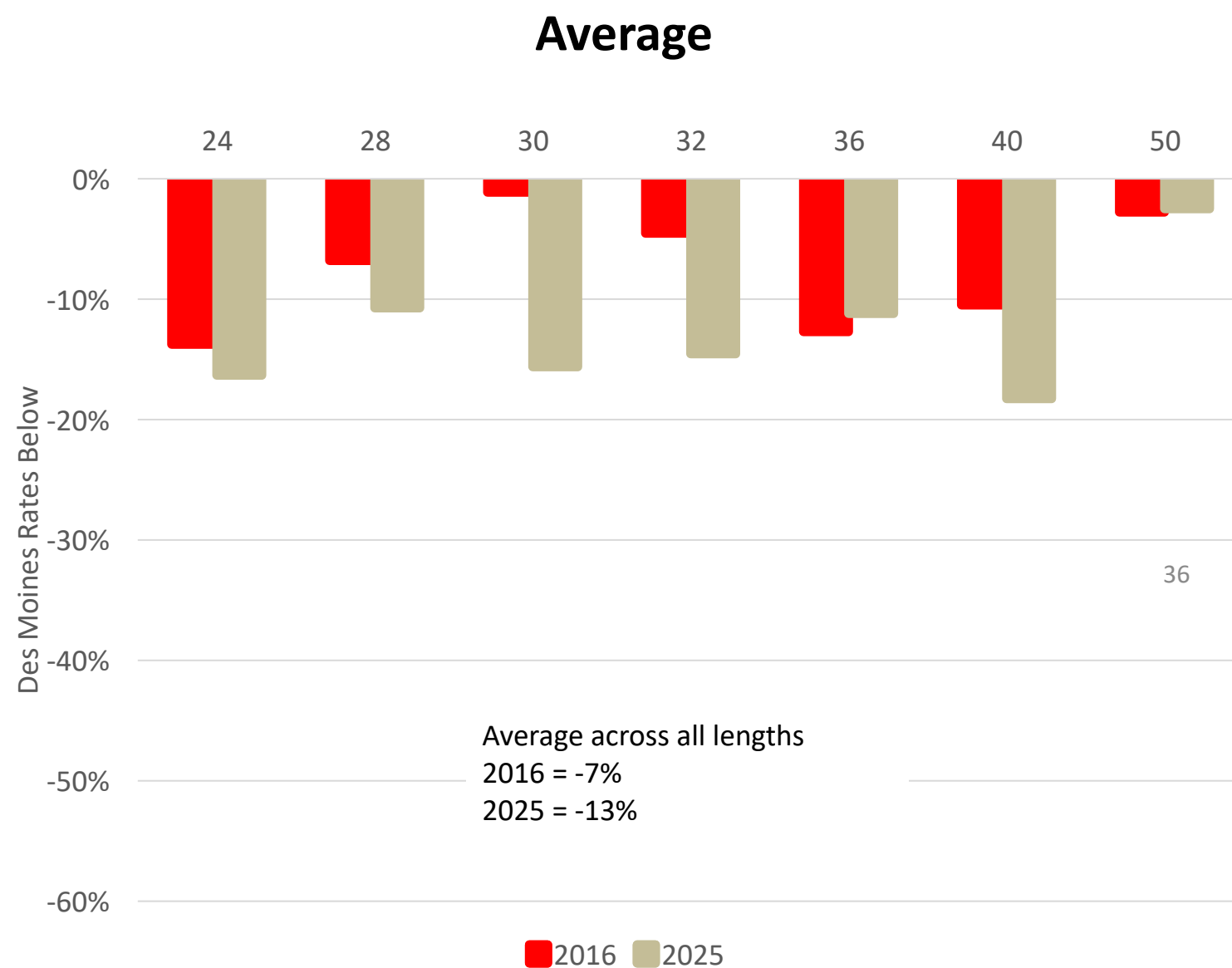
Marina	Area	Ownership	20	24	28	30	32	36	40	50
Foss Waterway	Tacoma	Private			\$18.38			\$18.18		
Chinook Landing	Tacoma	Private								\$15.30
Stimson Marina	Seattle	Private		\$21.08		\$21.90			\$24.68	
Salmon Bay Marina	Seattle	Public		\$21.02	\$21.02	\$21.02	\$21.02	\$23.23	\$23.23	\$23.23
Bellevue Marina	Bellevue	Public		\$9.15	\$13.33	\$22.70	\$15.26			
Edmonds	Edmonds	Public			\$19.66	\$23.57	\$24.83	\$27.63	\$29.63	\$33.66
Everett	Everett	Public			\$17.87	\$20.19	\$20.71	\$22.45	\$24.76	\$26.47
Anacortes	Anacortes	Private				\$22.50	\$22.50		\$31.25	\$34.60
La Conner	La Conner	Public				\$13.31			\$18.63	\$20.07
Des Moines	King	Public	\$12.48	\$14.30	\$16.11	\$17.50	\$17.83	\$20.31	\$20.73	\$24.92
	Market exc. Des Moines	Average	NA	\$17.09	\$18.05	\$20.74	\$20.86	\$22.87	\$25.36	\$25.55
		75th Percentile	NA	\$21.05	\$19.66	\$22.60	\$22.50	\$24.33	\$28.41	\$31.86
		90th Percentile	NA	\$21.07	\$20.48	\$23.05	\$23.90	\$26.31	\$30.44	\$34.13

2025 Rate Comps – Covered Slips



Market Rate Comparison – Covered Slips

How Far Below the Market are Des Moines Rates?



Findings

- The comparison of Des Moines with regional rates is used to establish rates for 2026
 - Focus on average rates for existing slips
 - 90th percentile for new slips
- Three options are provided
 - Match regional rates in one year
 - Match regional rates in two years
 - Match regional rates in three years
- If parity with regional rates is delayed, the differential between Des Moines and other regional marina rates will continue to increase

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Options for Reaching Market Average

Existing Slips (Open)

Slip	<i>Des Moines</i>	<i>Region</i>	<i>Diff.</i>	Revise in 1 year		Revise in 2 years		Revise in 3 years		Recommended	
	2025	2025	% Region	2026	Increase	2026	Increase	2026	Increase	2026	Increase
20	\$10.04	\$16.93	59%	\$16.93	68.6%	\$13.04	29.9%	\$11.95	19.0%	\$11.25	12.0%
24	\$11.21	\$14.88	75%	\$14.88	32.8%	\$12.91	15.2%	\$12.32	9.9%	\$12.55	12.0%
28	\$12.53	\$15.39	81%	\$15.39	22.9%	\$13.88	10.8%	\$13.42	7.1%	\$14.03	12.0%
32	\$13.77	\$15.46	89%	\$15.46	12.3%	\$14.59	6.0%	\$14.45	5.0%	\$15.42	12.0%
36	\$14.59	\$17.44	84%	\$17.44	19.5%	\$15.95	9.3%	\$15.48	6.1%	\$16.34	12.0%
40	\$15.59	\$17.82	88%	\$17.82	14.2%	\$16.67	6.9%	\$16.37	5.0%	\$17.47	12.0%
50	\$17.63	\$20.04	88%	\$20.04	13.7%	\$18.79	6.6%	\$18.51	5.0%	\$19.74	12.0%
60	\$18.30	\$26.32	70%	\$26.32	43.8%	\$21.95	19.9%	\$20.66	12.9%	\$20.50	12.0%

Options for Reaching Market Average

Existing Slips (Covered)

Slip	<i>Des Moines</i>	<i>Region</i>	<i>Diff</i>	Revise in 1 year		Revise in 2 years		Revise in 3 years		Recommended	
	2025	2025	% Region	2026	Increase	2026	Increase	2026	Increase	2026	Increase
20	\$12.48	NA	NA	\$13.10	5.0%	\$13.10	5.0%	\$13.10	5.0%	\$13.48	8.0%
24	\$14.30	\$17.09	84%	\$17.09	19.5%	\$15.63	9.3%	\$15.17	6.1%	\$16.01	12.0%
28	\$16.11	\$18.05	89%	\$18.05	12.0%	\$17.05	5.8%	\$16.92	5.0%	\$18.05	12.0%
30	\$17.50	\$20.74	84%	\$20.74	18.5%	\$19.05	8.9%	\$18.52	5.8%	\$19.60	12.0%
32	\$17.83	\$20.86	85%	\$20.86	17.0%	\$19.29	8.2%	\$18.79	5.4%	\$19.97	12.0%
36	\$20.31	\$22.87	89%	\$22.87	12.6%	\$21.55	6.1%	\$21.33	5.0%	\$22.75	12.0%
40	\$20.73	\$25.36	82%	\$25.36	22.4%	\$22.93	10.6%	\$22.17	7.0%	\$23.22	12.0%
50	\$24.92	\$25.55	98%	\$25.55	2.6%	\$26.16	5.0%	\$26.16	5.0%	\$26.91	8.0%

Options for Reaching 75th Percentile New Slips (Open)

Slip	<i>Des Moines</i>	<i>Region</i>	<i>Diff.</i>	Revise in 1 year		Revise in 2 years		Revise in 3 years		BST Recommendation	
	2025	2025	% Region	2026	Increase	2026	Increase	2026	Increase	2026	Increase
20	\$10.04	\$18.56	54%	\$10.51	5.0%	\$10.54	5.0%	\$12.32	22.7%		
24	\$11.21	\$15.98	70%	\$15.98	42.6%	\$13.38	19.4%	\$12.61	12.6%		
28	\$12.53	\$17.99	70%	\$17.99	43.6%	\$15.01	19.9%	\$14.13	12.8%		
32	\$13.77	\$16.31	84%	\$16.31	18.5%	\$14.99	8.9%	\$14.57	5.8%		
36	\$14.59	\$19.93	73%	\$19.93	36.6%	\$17.05	16.9%	\$16.19	11.0%	\$18.97	30.0%
40	\$15.59	\$20.52	76%	\$20.52	31.6%	\$17.89	14.7%	\$17.09	9.6%	\$20.27	30.0%
50	\$17.63	\$22.71	78%	\$22.71	28.9%	\$20.01	13.5%	\$19.18	8.8%	\$22.91	30.0%
60	\$18.30	\$28.76	64%	\$28.76	57.1%	\$22.94	25.4%	\$21.28	16.3%	\$23.79	30.0%

Questions?

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Marinas Included in Rate Comparison

- Open Moorage:

- Arabella's Landing
- Foss Harbor Marina
- Hylebos Marina
- Marina at Browns Point
- Delin Docks
- Dock Street Marina
- Chinook Landing
- Elliott Bay Marina
- Shilshole Bay Marina
- South Park Marina
- Harbor Island Marina
- Fishermen's Terminal
- Salmon Bay Marina
- Carillon Point Marina
- Edmonds Marina
- Everett - Main and North Marinas
- Anacortes Marina
- Cap Sante Marina
- La Conner Marina

- Covered moorage:

- Marina at Browns Point
- Narrows Marina
- Tye Marina
- Salmon Bay Marina
- Stimson Marina
- Edmonds Marina
- Everett Marina
- Anacortes Marina
- La Conner Marina

**City Council
AGENDA ITEM**

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

SUBJECT: Permitting Software Presentation - 20 Minutes

ATTACHMENTS:

1. Permitting Software PowerPoint

FOR AGENDA OF:

April 2, 2026

DEPT OF ORIGIN:

Community Development

DATE SUBMITTED:

March 20, 2026

CLEARANCES:

Community Development

Finance

Purpose and Recommendation

The purpose of this item is to present and discuss Community Development permitting software proposal.

Background

Staff is proposing the implementation of new permitting software to enhance customer service and improve overall efficiency within the permitting process. In evaluating potential solutions, staff prioritized platforms that are intuitive and easy to navigate for both internal users and the public.

Key criteria included systems with built-in efficiencies to streamline workflows, the ability to integrate with or complement existing City systems, and robust yet user-friendly reporting capabilities. Additionally, staff sought a solution that provides clear, accessible status updates for property owners—not solely contractors—throughout the review process.

Finally, it was important that the software include management tools capable of tracking permit review timelines, including compliance with state-mandated requirements, to support accountability and performance monitoring.

Discussion

Staff is presenting Tyler Technologies' Enterprise Permitting and Licensing (EPL) system, highlighting the features identified as most beneficial from a customer service perspective. If approved, implementation is anticipated to take approximately one year.

As a next step, staff will return to the City Council on April 23 with a recommendation for contract award.



Permitting Software

City Council
April 2, 2026

Issues/Problems Reported

- Process takes too long
- Hard/difficult to work with
- Don't know what to do
- Don't know what I need
- Don't know status of my project/permit
- Staff is unresponsive or takes too long to respond

Community Development Improvements

- A More Welcoming Space - Improved lobby and office hours
- Walk-In Support - Improved staff hours and counter availability
- Help Before You Apply - Updating handouts (continuous) and creating new informational handouts/checklists
- Website Update (in progress)
- Expedited plan review option
- Faster staff response time to calls and emails.
- Customer service survey added to emails

PermitTrax – Current System



New Online Permit

To apply for a permit, select the most applicable option below. For more information about permits and submittal requirements please view our [Permit Applications & Information page](#).

SELECT

01) RESIDENTIAL MECHANICAL PERMIT

RESIDENTIAL Mechanical permit for new construction, remodeling, additions and repair or replacement. This is for one and two family dwellings and townhouses only.

Need to know what type of permit(s) to submit

SELECT

02) RESIDENTIAL PLUMBING PERMIT

RESIDENTIAL Plumbing permit for new construction, remodeling, additions and repair c and townhouses only.

ELECTRONIC PERMITS WHICH REQUIRE PLAN REVIEW

The following permits will require you to submit your application, pay for the plan review fee and upload your plans and other informational documents to start the permitting process.

SELECT

03) RESIDENTIAL ELECTRICAL PERMIT

RESIDENTIAL Electrical permit for new construction, remodeling, additions and repair c and townhouses only.

SELECT

05) RESIDENTIAL ROOFTOP PHOTOVOLTAIC PERMIT

You can apply for a **RESIDENTIAL SOLAR** permit. This is for one and two family dwellings and townhouses only. All other permits are available at the Building Department.

You will be required to upload a **completed application**, the plans and documentation once your online application has been completed. The City will not process applications for review until all required documents are uploaded and review fees are paid.

Please refer to the [Permit Applications & Information](#) page for more information on what is required to apply for your permit.

SELECT

04) RESIDENTIAL RE-ROOF PERMIT

RESIDENTIAL Re-Roof permit. This is for one and two family dwellings and townh

SELECT

06) COMMERCIAL BUILDING PERMIT

You can apply for a **COMMERCIAL** Building Permit which includes new construction, alterations, additions and repairs. These types of permits require a review before issuance along with the submittal of plans and other required documentation.

You will be required to upload a **completed application**, the plans and documentation once your online application has been completed. The City will not process applications for review until all required documents are uploaded and review fees are paid.

Please refer to the [Permit Applications & Information](#) page for more information on what is required to apply for your permit.

SELECT

07) RESIDENTIAL BUILDING PERMIT



PermitTrax – Current System

WELCOME: RDEMING@DESMOINESWA.GOV



07) RESIDENTIAL BUILDING PERMIT

REVIEWS			
STATUS	COMMENTS	REQ ID	DESCRIPTION
		1300	Planning Approval

Unclear status of review or due date

Your application has been successfully submitted to the city for review.

THIS IS NOT A PERMIT

No work shall be started until you have been notified that your permit has been approved and issued.

Your permit application will be available to view at the bottom of the Citizens Connect Home page under the section My Permits.

City staff will check your application for completeness and accuracy prior to routing for plan review. **Applications are generally checked within 3 business days. The City will contact you with an invoice for your preliminary fees and further instructions.**

If additional information is needed you will be contacted by email or phone. Processing may be delayed if information is missing or incorrect, or if there is a delay in receiving any additional information that is requested. Once your permit is approved and all fees are paid, you will receive a notification via email with further instructions.

PLAN REVIEW DOCUMENTS MUST BE UPLOADED NOW USING THE "UPLOAD FILE" BUTTON ON THE NEXT SCREEN

Building checklists [can be found here](#) for required documents

Permits will not be processed further until all required documents have been uploaded.

Documents are uploaded after application submittal.

The permit and approved plans must be printed and available onsite at all times and for all inspections. Please be sure to read the issued permit for all permit conditions and required inspections.

➔ FINISH



EPL (Tyler) - Proposed

Majors Additional Features

- Compatible with current finance systems (full integration)
- User friendly- decision trees, guides to help a user navigate
- Better visibility of review status between applicant, applicant's contractor(s) and City
- Management tools
- Automated status notifications
- Centralized, automated, and configurable workflows
- Make data-driven decisions with real-time reporting

EPL (Tyler) - Proposed

Are you pulling this permit as a Contractor? Additional validation may be required during the application process.

Is your addition greater than or equal too 500 square feet?

Planning approval is required before submitting application. Do you have a complete Planning Commission Resolution or Notice of Decision?

Have you verified that you have a complete plan check package to submit including truss certificate?

→

Uses custom Decision Engine. Set up questions to ask applicant to assist them to get them to the correct application to reduce errors.

Example of another City set up of help applicants find the current permit type. By selecting the improvements the system takes you to the correct permit type.

Application Assistant

Search for application names and keywords

> Show Categories



Building (Residential) - Addition

Category Name:
Residential Building

Description:
Select this to apply for a Residential Building Addition Permit.

Residential Building



EPL (Tyler) - Proposed

Apply for Permit - Building (Residential) - Addition

*REQUIRED

- 1 Locations
- 2 Type
- 3 Contacts
- 4 More Info
- 5 Attachments
- 6 Signature
- 7 Review and Submit

LOCATIONS

Please select or add the location of your project.

Type: Location
 1517 Heatheron Ct,
 Naperville, IL 60563

Main Address

Parcel Number
 0711212014

Main Parcel

Remove

Location

Add Location

Can add or remove requirements based on location and GIS layers

The following information is relevant to your application:

- This property is within a Flood Zone.
- Parcel Number: 0711212014

Create Template

Save Draft Next

Apply for Permit - Building (Residential) - Addition

*REQUIRED

- Locations
- Type
- Contacts
- More Info
- 5 Attachments
- 6 Signature
- 7 Review and Submit

Attachments

Please upload all applicable files for review.

Complete Building Plan (Building, Electrical etc)
 Building Plans_official.pdf
 Size: 27.09 KB

Elevation Certificate
 Elevation Certificate.pdf
 Size: 906.97 KB

Select Type

Add Attachment

Supported: pdf, jpg, png, jpeg, gif, tiff, doc, docx, xls,xlsx, text, dwg, zip, csv, rtf, dxf...

City naming for files to reduce confusion.

Uploads required as part of submittal. Reduce time until complete application.

Back Create Template

Save Draft Next

Permit Number: BLDR-000195-2025

Add to Cart

Permit Details | Tab Elements | Main Menu

Type:	Building (Residential) - Addition	Status:	Submitted - Online	Project Name:	
IVR Number:	100221	Applied Date:	11/06/2025	Issue Date:	
District:	Blank	Assigned To:	Lopez, Spencer	Expire Date:	
Square Feet:	500.00	Valuation:	\$50,000.00	Finalized Date:	
Description:					

- Summary
- Locations
- Fees
- Inspections
- Attachments
- Contacts
- Sub-Records
- More Info
- Public Comments

Progress: 0% Completed

Workflow:

- Plumbing (Residential, New)
- Footing -
- Foundation Wall -
- Concrete Slab -
- Floor Framing -
- Wall Framing -
- Final Building -
- Final Fire -
- Certificate of Occupancy

Available Actions:

Unpaid Fees: \$2,062.50 (12-06-2025) Pay Now

Clear workflow

Permit dashboard has clear available actions



EPL (Tyler) - Proposed

The dashboard includes several key components:

- Summary Metrics:** Number of Applications (16), Days Until Issuance (58), and Task Percentage Complete (0-100% gauge).
- Project Service Level Agreement:** A horizontal bar chart comparing performance between 3/11/2024 and 4/30/2021.
- My Outstanding Tasks:** A table listing tasks such as 'License Review' and 'Prepare and Distribute...'. A callout box points to this section, stating: "Applicant Dashboard with clear area for outstanding tasks."
- Project Review Timelines:** A donut chart showing the distribution of review statuses: In Review (40%), Approved (20%), and Requires Resubmit (40%).
- Project Milestones:** A timeline from 05/01/2019 to 05/05/2021.
- Map:** A map titled 'Tyler Technologies' showing project locations with red markers.

Applicant Dashboard with clear area for outstanding tasks.

[Back to Record](#)

Resubmit File(s)



Files

Complete Building Plan (Building, Electrical etc) Supported: .pdf

File	Version	Resubmit Instructions
Building Plans_official_v1.pdf	1	Spencer Lopez:

Markups

Text	Added By	Page	Action
check this measurement	Lisa G	1	Hide Response
I've been doing this for 30 years and			
conditions must be met	Lisa G	1	Respond

Can respond to comments in system

[Next](#)



EPL (Tyler) - Proposed

Apply for Permit - Approach Permit

REQUIRED

Application Assistant

Help me choose

- 1 Locations
- 2 Type
- 3 Contacts
- 4 More Info
- 5 Attachments
- 6 Signature
- 7 Review and Submit

Search for application names and keywords

All

Trending

My History

LICENSE

PERMITS

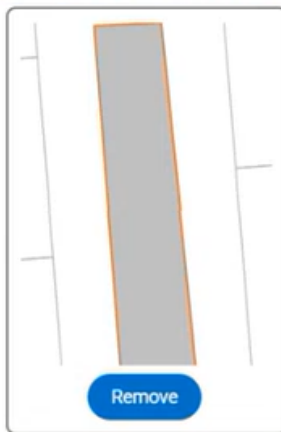
PLANS

Show Categories

Show My Templates

LOCATIONS

Please select or add the location of your project.



Remove

Type: Location
1217 Field Ct, Naperville, IL 60540

Main Address

Parcel Number
0714415008

Main Parcel

Remove

Location





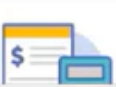
Add Location

The following information is relevant to your application:

- Paving Overlay planned on this road segment in Summer, 2025. Street Opening Permits will be restricted for 5 years following paving
 - Parcel Number: 0714415008
- This property is within a Flood Zone.
 - Parcel Number: 0714415008

Permit based on a shape for more accurate permits.










Great for right-of-way Permits!

	Building (Residential) - Addition Category Name: Residential Building Description: Select this to apply for a Residential Building Addition Permit.	Apply
	Building (Non-Residential) - New Construction Category Name: Non-Residential Building Description: Select this to apply for a Non-Residential New Construction Permit.	Apply
	Water Heater Category Name: Plumbing Description: Please select this application for a Water Heater Permit.	Apply
	Approach Permit Category Name: Public Works Description: Right-of-Way Construction	Apply
	Application for Sales & Use Tax Category Name: Description:	Apply

Full list of permits still available for knowledgeable contractors.

EPL (Tyler) - Proposed

Public records search of permits

 Search Public Records This tool can be used to search for existing permits, plans, inspections, code cases, requests and licenses.	 My Projects See the status of your projects	 Map Explore the map to see the activity occurring in your neighborhood.
 Calendar Click here to find out about certain events like holidays and public hearings.	 Request Inspection Click here to request an inspection on an existing record.	 Estimate Fees Use this tool to quickly estimate the required fees for a permit or plan.
 Pay Invoice Use this tool to pay for individual invoices.	 Apply This tool can be used to apply for a permit, plan or license.	 Socrata Citizen Connect Check out this great GIS mapping tool - sign up for alerts to find out what's going on in the community.

Tool to estimate fees

EPL (Tyler) - Proposed

Public records search of permits using search bar

Public search using the map

Public Information

Search All for Exact Phrase Search Reset Export

Found 18 results

Filter Results

- All 18
- Permit 8
- Plan 6
- License 1
- Project 2
- Operational Permit 1

[Next](#) | [Top](#) | [Paging Options](#) | [Filter Options](#) | [Main Menu](#)

Permit Number [BLDC-000096-2020](#) Applied Date 07/01/2020
 Type Building (Non-Residential) - New Construction Issued Date 08/28/2020
 Project Name **Bamboo** Perennial Expiration Date 12/11/2023
 Status Expired Finalized Date
 Main Parcel 0734105002
 Address 95050 Chandelle Dr Unincorporated/naperville IL 60564
 Description Bamboo Brewing Company LLC. Commercial Building Permit

[Previous](#) | [Next](#) | [Top](#) | [Paging Options](#) | [Filter Options](#) | [Main Menu](#)

Plan Number [VAR-000013-2020](#) Applied Date 08/27/2020
 Type Variance - Major Completion Date
 Expiration Date Status Approved
 Main Parcel 0734106013 Project Name **Bamboo** Perennial
 Address 95365 Chandelle Dr Unincorporated/naperville IL 60564
 Description Mixed Use Development
 Subdivision Name: **Bamboo** Perennial

[Previous](#) | [Next](#) | [Top](#) | [Paging Options](#) | [Filter Options](#) | [Main Menu](#)

Permit Number [ROW-000099-2020](#) Applied Date 08/27/2020
 Type Special Use Permit Issued Date
 Project Name **Bamboo** Perennial Expiration Date
 Status Submitted Finalized Date
 Main Parcel
 Address

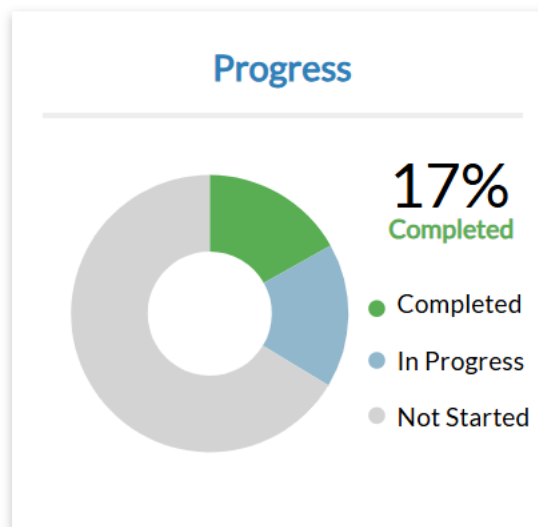


EPL (Tyler) - Proposed

Example that can be made available / Information that is available is customizable

Type:	Window/Door	Status:	In Review	Project Name:	
Applied Date:	12/23/2025	Issue Date:			
District:	Cape Coral	Expire Date:		Finalized Date:	
		Valuation:	\$10,500.00		
Description:	Replace sliders and doors by hurricane standard, low-e insulated and impact.				

- Summary
- Locations
- Fees
- Reviews
- Inspections
- Attachments
- Contacts
- Sub-Records
- Holds
- More Info



Fees

\$0.00

[View Details](#)

- ### Workflow
- Application Completion Check - Not Passed : 12/31/2025
 - Application Completion Check - Not Passed : 01/16/2026
 - Application Completion Check - Not Passed : 03/24/2026
 - Application Completion Check - Passed : 03/31/2026
 - Reviews - Window/Door/Shutter - Started - Scheduled for 04/27/2026
 - Verify Fees are Paid
 - Issue Permit
 - BLD - Notice of Commencement
 - BLD - Miscellaneous Final -

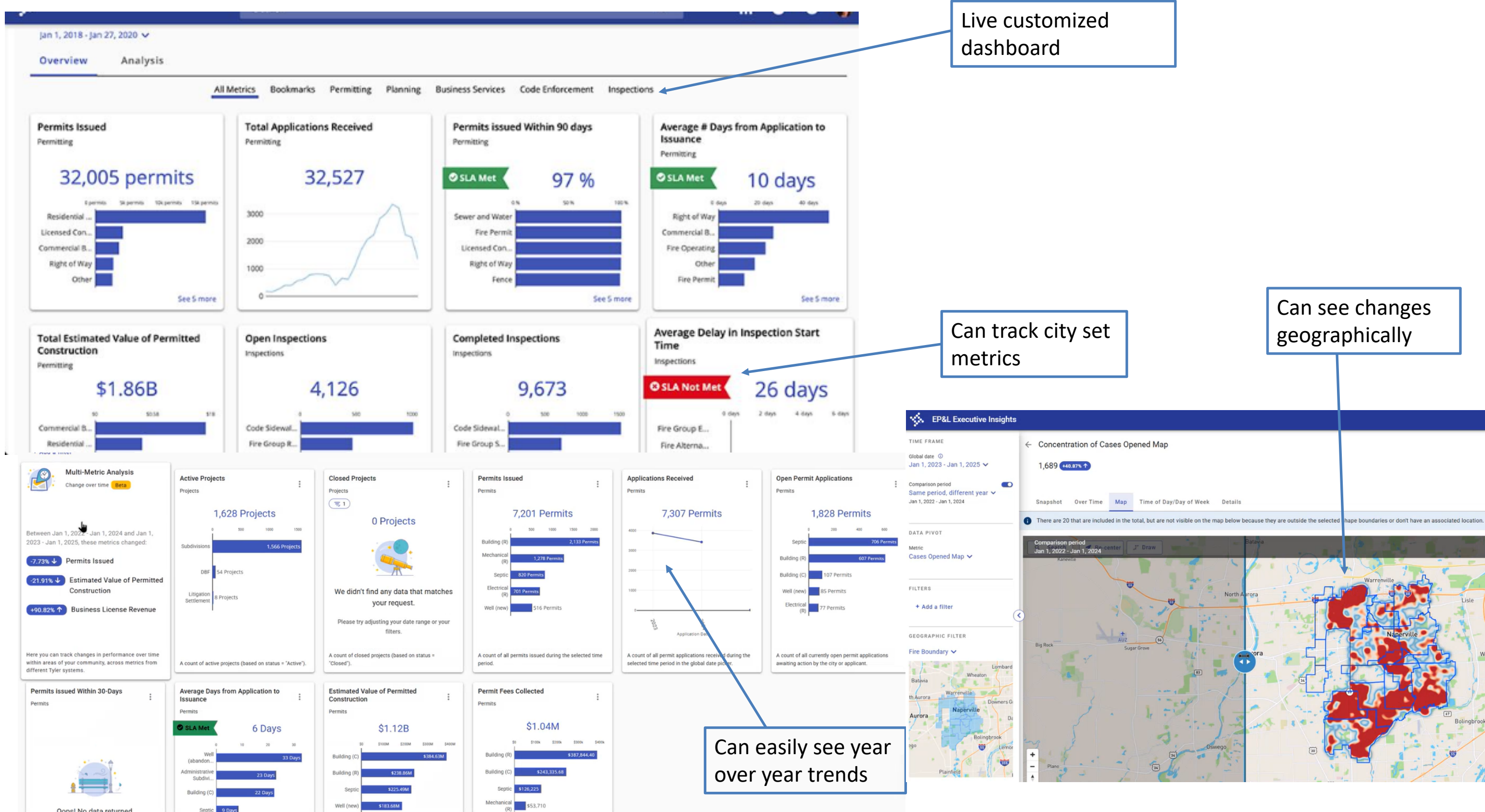
Available Actions

No Actions

Shows in progress review and due date



EPL (Tyler) - Proposed



EPL (Tyler) - Proposed

- One Time Fees: \$166,250 (Implementation)
- Recurring Fees: \$78,737

- Current Automation/Technology Fee: 5% of Building & Planning Fees
- Approximate annual revenue - \$140,000 (has existing fund balance)

Next Steps:

Return to Council with contract award: April 23rd

If approved, implementation will take 1 year



Des Moines

WATERLAND CITY

**City Council
AGENDA ITEM**

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

SUBJECT: Amenity Rental Discussion- 25 Minutes

ATTACHMENTS:

1. Amenity Rentals PowerPoint

FOR AGENDA OF:

April 2, 2026

DEPT OF ORIGIN:

Legal

DATE SUBMITTED:

March 20, 2026

CLEARANCES:

Community Development

Purpose and Recommendation

The purpose of this agenda item is to continue the conversation with Council regarding home amenity rentals and to present the Council with a proposed framework for regulating home amenity rentals incorporating previous feedback.

Background

Home amenity rentals refer to individuals making outdoor features of their residential property available for use by others, typically for a fee. The amenities are generally features used by the residents for recreation and leisure. These amenities can be such things as a backyard, a roof deck, a pool, or a basketball court. Residents can also be expected to periodically invite friends and family to join in their use.

Residential zones are intended to support an environment where individuals can enjoy their homes with a reasonable expectation of quiet and compatibility. For this reason, commercial activities are generally limited in residential areas. Home occupation businesses are permitted as an accessory use, but only under conditions that ensure they do not create observable impacts to surrounding properties.

While neighbors can expect reasonable use of home amenities by residents and their guests, home amenity rentals are a commercial activity that may impact neighborhoods in a different way. This may include changes in frequency of use, as well as potential considerations related to noise, traffic and access.

Home amenity rentals are often marketed by booking platforms as small-scale, private-use experiences often described by booking platforms as small-scale, private-use experiences intended to resemble typical residential use. For example, platforms such as Sniffspot and Swimply describe their services as private, limited-access uses rather than public or high-intensity activities.

The City has received input both in support of and expressing concerns about amenity rentals. Supporters note the opportunity for property owners to generate supplemental income and make use of existing amenities. Concerns raised include potential impacts related to noise, traffic, parking, and neighborhood compatibility.

At the March 27, 2025 Economic Development Committee meeting, staff presented a proposed ordinance addressing both short-term rentals and amenity rentals. Council members expressed interest in addressing these uses separately due to their differing characteristics.

In response to the feedback received, staff separated the two topics and presented Council with three options for regulating amenity rentals at the September 4, 2025 Study Session: prohibit all or certain amenity rentals within the City; clarify the zoning code to explicitly require a Conditional Use Permit (“CUP”) for every type of amenity rental; or require certain amenity rentals to obtain a CUP and allow other amenity rentals to be permitted with limitations set by Council in the municipal Code. Staff sought further clarification at the March 5, 2026 Study Session and received valuable feedback to narrow the issues.

Through discussions with the Council, staff heard a number of principles suggested by Council to help create home amenity rentals regulations. They included:

- Distinguish between low-impact, low-attendance rentals and high-impact, high-attendance rentals
- Low barriers to entry for low-impact operations
- CUP process may be appropriate for higher-impact operations that look more like full-time businesses
- Categorize rentals by type
- Address high-risk activities, such as those involving fire or water
- Revoke business license for repeated calls for service or noise issues

Having been given this guidance, staff has developed a potential framework for regulating home amenity rentals in line with these principles.

Discussion

Category 1: Limited Amenity Rental:

The plan creates a category of small amenity rental businesses that can be permitted as a matter of right with conditions (“limited amenity rental”). This category is intended to reflect use of an amenity that is consistent with typical residential use. The is defined based on the frequency of rentals and the number of people per rental.

Take for example, limits of seven rentals per week and 20 people per rental to qualify as a “limited amenity rental” (numbers for illustrative purposes only). If a property owner wishes to offer their yard for rental no more than once a day and allow no more than 10 people per rental, that business would be permitted, so long as the business complies with noise, parking, hours of operation, and other requirements.

Likewise, a property owner who has a basketball court who wishes to offer it for rental no more than twice on Saturday and twice on Sunday and limit the games to 3-on-3 would also fit into the category and would be permitted subject to the same requirements and any additional requirements that might be attached specifically to basketball courts. Renting a yard as a private dog park no more than seven times a week for less than 20 people will be permitted, subject to compliance with the specific rules for a dog park. Any property owner who intends to limit their rentals to fit within those limits can do so, as long as they obtain a business license and comply with the conditions set by the City.

Category 2: Modified Amenity Rental

A second category would be created for amenity rental businesses that are still small in scale but would not qualify for the first group (“modified amenity rental”). This group would have higher limits, but still designed to promote small rentals. For example, this group could include amenity rentals where there would be no more than 15 rentals per week and no more than 40 people per rental (numbers again only for illustrative purposes). Amenity rental businesses falling in this group could apply to the Community Development Director to permit the use if the use is consistent with the intent and standards of the regulation, which is that it would not result in observable impacts beyond typical residential use.

In this process, the applicant would explain the specifics of the property, the business plan, and any mitigation steps they would take. Neighbors would be notified of the application and be given the opportunity to give comment. If the Director believes after review that the proposed rental would appear to have no greater use than could be expected from the residents, the rental business could be permitted subject to the standard conditions.

One example could be a property owner who wished to offer rentals where up to 40 people could attend. This applicant lives on an unusually large property with a substantial backyard which is surrounded by trees and shrubs. The applicant could explain that the backyard can easily accommodate the additional people and parking, and the vegetation barrier would keep neighbors from seeing or hearing whatever was taking place at the rental. Looking from the perspective of the street or the neighbors, the Director would evaluate whether the proposed use is consistent with typical residential use, considering site conditions.

Category 3: Large Amenity Rental

Home amenity rentals that are not permitted as “limited amenity rental” or “modified amenity rental” can still apply for a Conditional Use Permit as a “large amenity rental.”

An owner who has a barn and wishes to rent it out as a wedding venue on weekends for up to 100 guests per rental would involve amplified music, significant numbers of cars, and catering into the neighborhood on a regular basis and is beyond what would be expected for a residential neighborhood. It may be considered a primary use rather than an accessory use to the residence. This use would not be allowed as a "limited amenity rental" or a "modified amenity rental" but may be permitted with a CUP.

Residents planning to rent home amenities under any of the three categories must obtain a business license before offering the amenity for rent. The business license will have conditions similar to those the Council set for short term rentals related to making a contact person available and notice to neighbors. The license would also be subject to revocation if the amenity rental results in three calls for service, noise complaints, or violation of City code.



AMENITY RENTALS



Amenity Rentals

Amenity rentals refer to individuals renting out portions of their outdoor property for use by others.

Primary purpose of zone is to provide people a place to reside

- A place to eat, sleep, rest, and recreate away from work or school

There is an expectation of quiet enjoyment of one's home, but it is not unlimited

Residents also have an expectation of being able to use their yards, pools, basketball court, etc., for recreation and relaxation within reasonable limits

Can home amenity rentals be regulated in a way that is consistent with the reasonable use of amenities that should be expected by neighbors?

Council's Input

- Distinguish between low-impact, low-attendance rentals and high-impact, high-attendance rentals
- Low barriers to entry for low-impact operations
- CUP process may be appropriate for higher-impact operations that look more like full-time businesses
- Categorize rentals by type
- Address high-risk activities, such as those involving fire or water
- Revoke business license for repeated calls for service or noise issues

3-Tiered Approach

3 categories of amenity rentals based on frequency of rentals and attendance:

- Limited Amenity Rentals – permitted by right with conditions, no CUP
- Modified Amenity Rentals – may be permitted by Community Development Director, no CUP
- Large Amenity Rentals – may be permitted through CUP

Limited Amenity Rental

<u>Category Element</u>	<u>Description</u>
Scale / Intensity	Low impact; consistent with typical residential use
Example Limits*	Up to ~7 rentals per week; Up to ~20 people per rental
Requirements	Must comply with standard regulations (noise, parking, hours, etc.)
Approval Process	Permitted outright with conditions, no CUP

**Numbers illustrative purposes only*

Modified Amenity Rental

Category Element

Description

Scale / Intensity

Moderate scale, exceeds “limited” thresholds but still intended for small scale

Example Limits*

Up to ~15 rentals per week; Up to ~40 people per rental

Requirements

Must demonstrate no observable impacts beyond typical residential use; includes application, staff review and neighbor notice

Approval Process

Review by Community Development Director, no CUP

**Numbers illustrative purposes only*

Large Amenity Rental

Category Element

Description

Scale / Intensity

Higher intensity use that may function more like a primary commercial use

Example Limits

Exceeds modified limits

Requirements

Subject to public review and higher scrutiny due to potential impacts; Council may choose to reduce standard CUP fee

Approval Process

Conditional Use Permit (CUP) process

Guidance Needed

- Does the Council agree with this approach?
- Does the Council have suggestions on permitted frequency of rentals or maximum attendance
- Any other feedback?



Des Moines

WATERLAND CITY

**City Council
AGENDA ITEM**

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: Future Capital Improvement Projects Update - 50 Minutes

ATTACHMENTS:

1. Future Capital Improvement Project Update

FOR AGENDA OF:

April 2, 2026

DEPT OF ORIGIN:

Public Works

DATE SUBMITTED:

March 23, 2026

CLEARANCES:

Public Works

Purpose and Recommendation

The purpose of this item is to inform Council of in progress and planned future capital improvement projects.

Background

Staff is providing an overview of the status and progression of four capital projects and is seeking Council direction on whether to advance two projects that have not yet entered the design phase: the Cliff Avenue Connector and the Redondo Esplanade and Plaza.

Design for the Midway Park Open Space Project commenced in April 2024 following Council acceptance of a King County Parks grant and approval of a design contract with PSOMAS. The project is currently at 90% design and is anticipated to reach final design later this year, with construction to follow upon securing full project funding.

The S 223rd Complete Street Project received Council approval for planning and conceptual design in January 2023 and remained at the conceptual stage through 2024. In 2025, the City applied for and was awarded a Department of Ecology grant in 2026, which will fund approximately 90% of stormwater-related components and 30% of total project costs. A design contract is currently being prepared for Council consideration.

The Cliff Avenue Connector and the Redondo Esplanade and Plaza projects remain in the conceptual planning phase, both originating from identified safety and accessibility needs. Staff is seeking Council direction on whether to proceed with advancing one or

both projects into the design phase.

Discussion

Staff is providing Council with an overview of the status and history of all four projects and is seeking guidance on whether to advance the two projects not yet in design—the Cliff Avenue Connector and the Redondo Esplanade and Plaza.

Alternatives

N/A

Financial Impact

There is no financial impact at this time, all work discussed is planned to be grant funded. Staff will return with financial updates as projects progress and cost estimates are completed.

Recommendation

N/A

FUTURE CAPITAL IMPROVEMENT PROJECTS UPDATE



Presented by: Alex M. Johnson (City of Des Moines),
Phuong Nguyen / Paul Fuesel (Psomas)

April 2, 2026

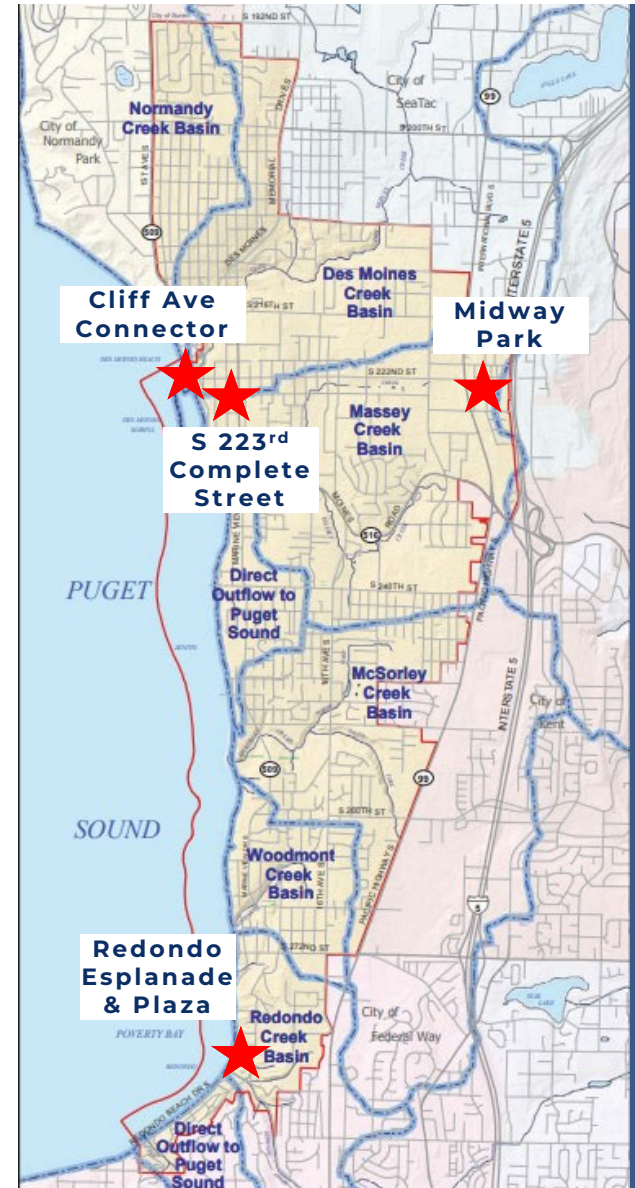
Objectives

- Report outs on status of existing projects in progress:
 - Midway Park
 - S 223rd Complete Street
- Requesting Council guidance and affirmation on proposed projects:
 - Cliff Avenue Connector
 - Redondo Esplanade and Plaza



Outline

- Basin Overview
- Project Briefings
 - Midway Park
 - S. 223rd Complete Street
 - Cliff Ave. Connector
 - Redondo Esplanade & Plaza
- Finance & Schedules
- Next Steps and Discussion



MIDWAY PARK OPEN SPACE DESIGN PROJECT



Midway Park Open Space Design Project

- **Pacific Ridge** is source of the Massey Creek Basin watershed
- **Highest elevation** and origin of stormwater flow
- Neighborhood has been **underserved** with access to **green space and outdoor recreation**

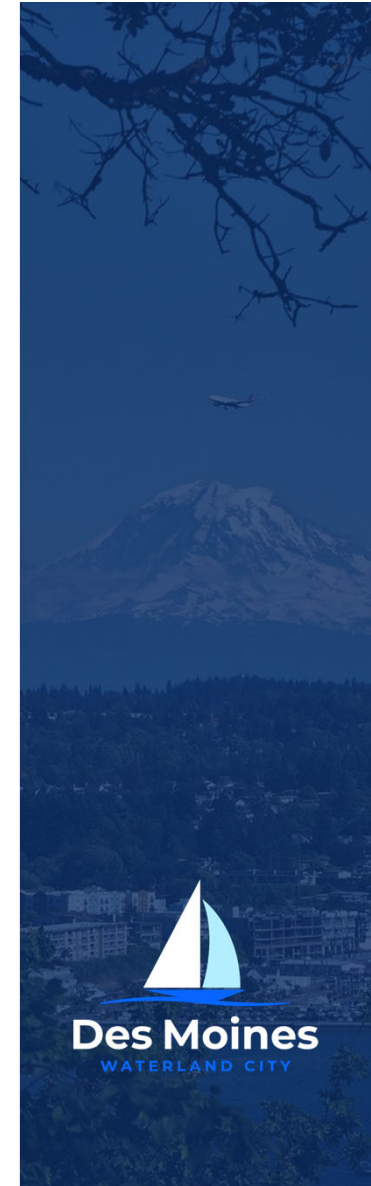
Midway Park Context Map



Project Background

- **2022-2027 PRSS Master Plan** identifies Midway Park as a priority project
- **March 2024** – Public Outreach at EGGstravaganza Event / Online Survey #1
- **April 2024** – Council approves Design Contract with Psomas
- **May 2024** – Public Open House with Sounders RAVE Foundation at Midway Park
- **June 2024** – Public Outreach at Farmers’ Market / Online Survey #2
- **August 2024** – Project Update to Council

Project Phase



Midway Park Open Space Design Project

Project Goals & Overview:

Midway Park will become a **safer, more welcoming** neighborhood destination that supports **community health** and **outdoor recreation** for all ages.



EGGstravaganza Event | Beach Park



Public Open House | Soccer Clinic Event



Waterfront Farmer's Market

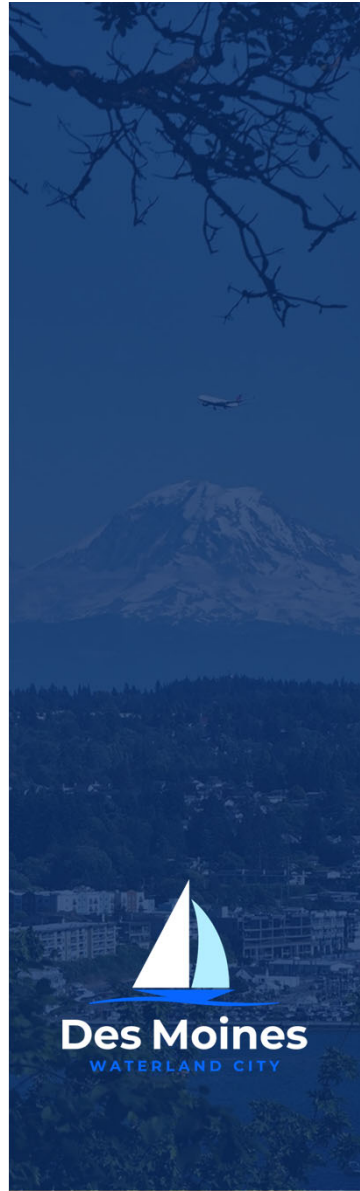
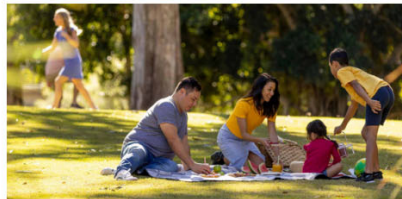
Midway Park Open Space Design Project

"THE LOOKOUT"

Pacific Northwest

Nature-inspired

Rustic



Midway Park Open Space Design Project



Key Improvements:

- Expanded play area
- ADA accessible restroom
- Open lawn space
- Loop trail
- Added seating + picnic tables
- Fenced dog park
- Improved lighting + security cameras
- Pickleball courts
- Native plantings, including 36 new trees
- “Missing link” sidewalk connections with ADA ramps
- Off-street parking
- New stormwater infrastructure









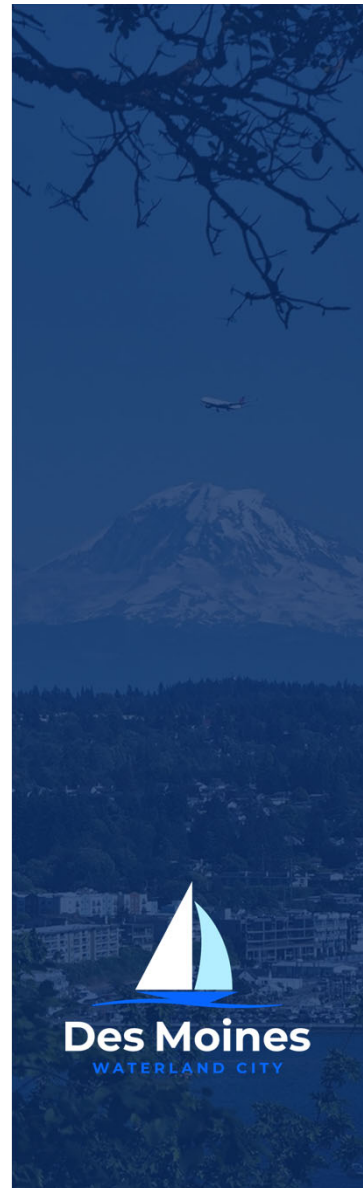


S 223RD COMPLETE STREET PROJECT



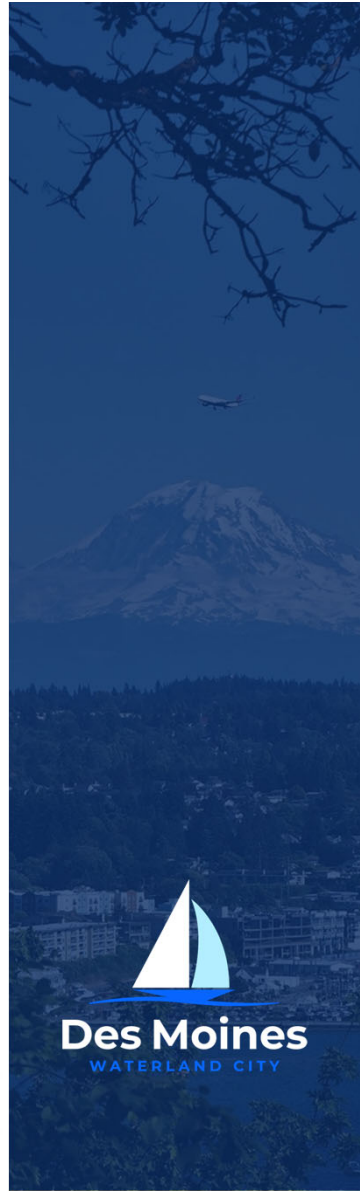
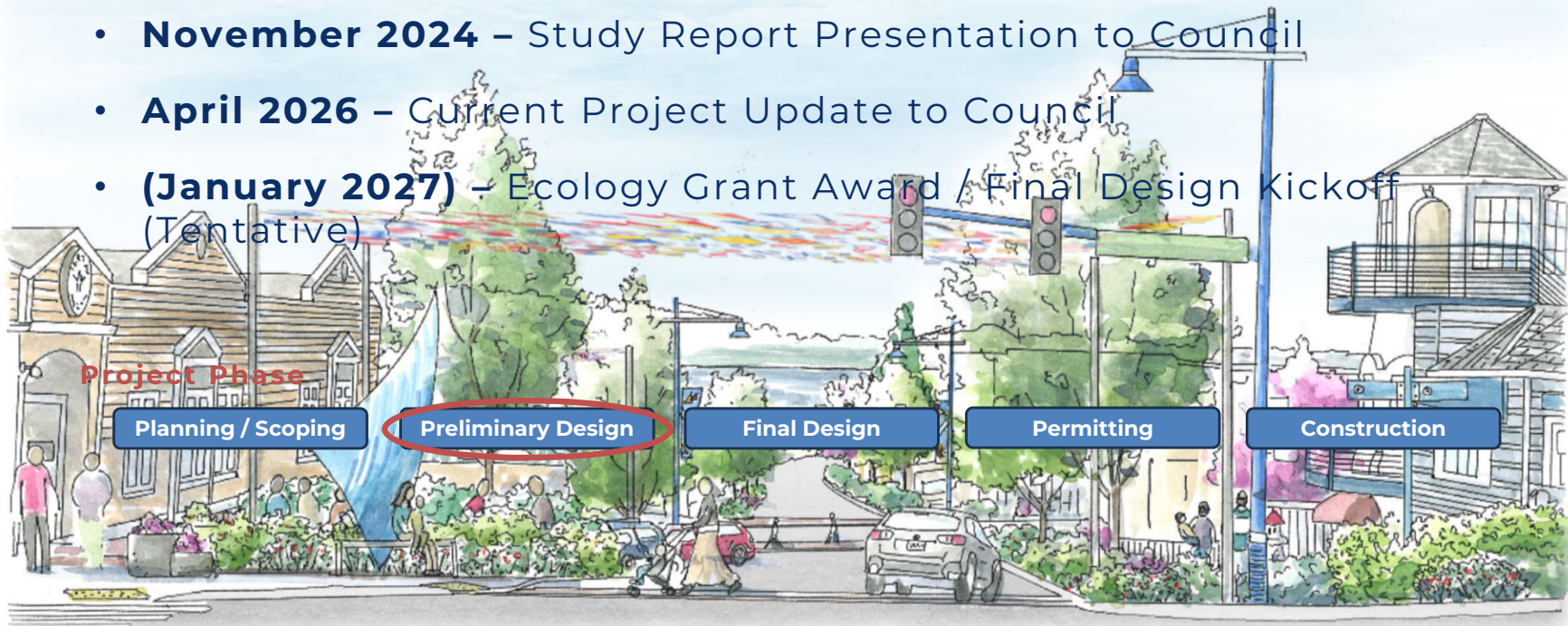
S 223rd Complete Street Project

- Downtown neighborhood **livability** and **pedestrian safety** improvements
- **Water quality** treatment **removing up to 90% of pollutants** from North Downtown stormwater runoff



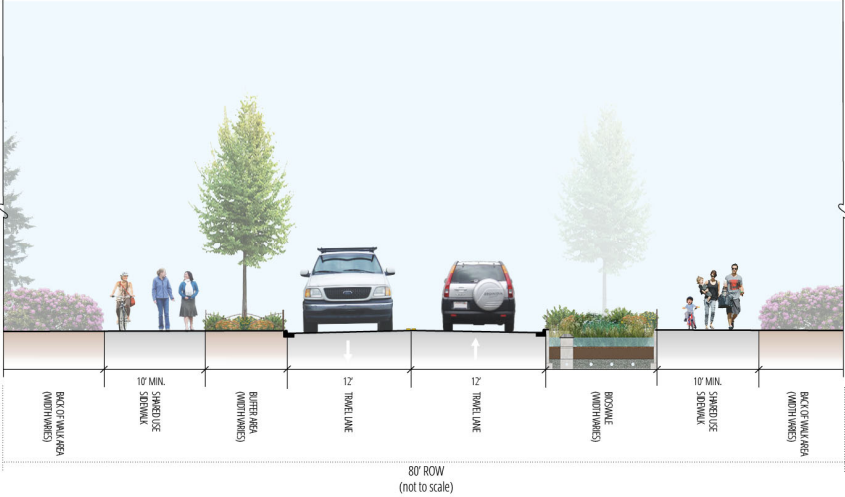
Project Background

- **December 2022** – Council approves Planning Study Contract
- **December 2023** – Public Outreach / Online Survey + Website
- **April 2024** – Finalized Study Report / 10% Design
- **November 2024** – Study Report Presentation to Council
- **April 2026** – Current Project Update to Council
- **(January 2027)** – Ecology Grant Award / Final Design Kickoff (Tentative)



S 223rd Complete Street Project

Public Engagement: "Waterland City Concept"



CLIFF AVENUE CONNECTOR PROJECT

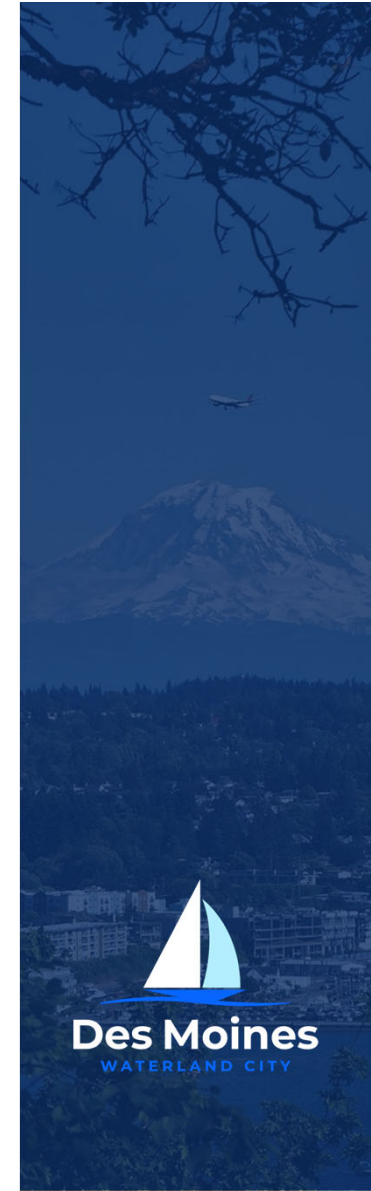


Cliff Avenue Connector

Project Goals & Overview:

Create **safe, accessible, and multimodal connections** along Cliff Ave S leading to the waterfront.

Project Phase



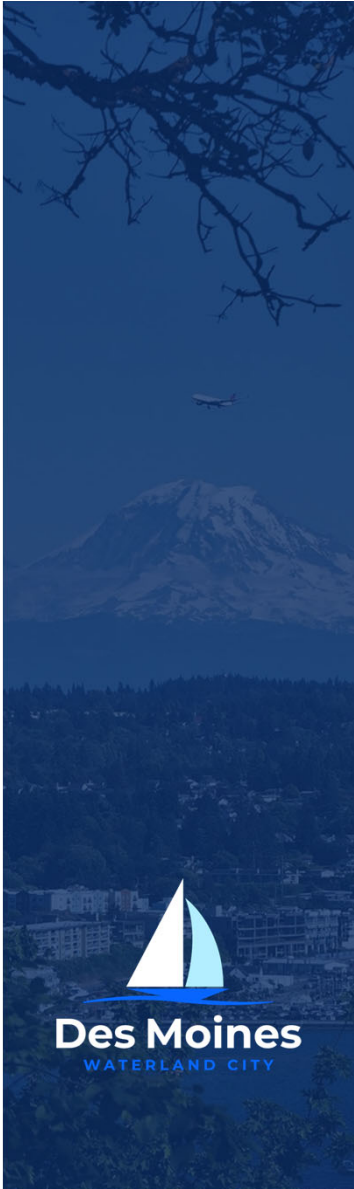
Existing Conditions

- **Missing link** connection between upland neighborhoods and the waterfront
- Steep topography, limited pedestrian space, and **safety challenges**



Cliff Ave S Existing Site Photos

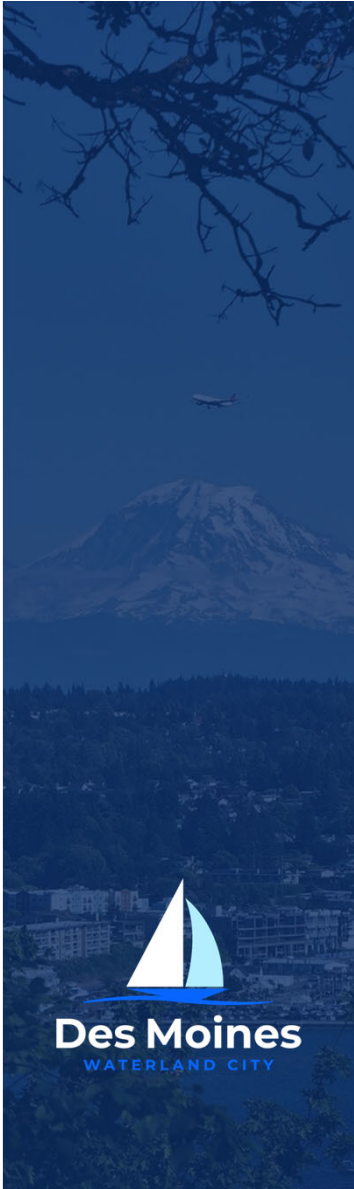
Cliff Avenue Connector



Cliff Avenue Connector

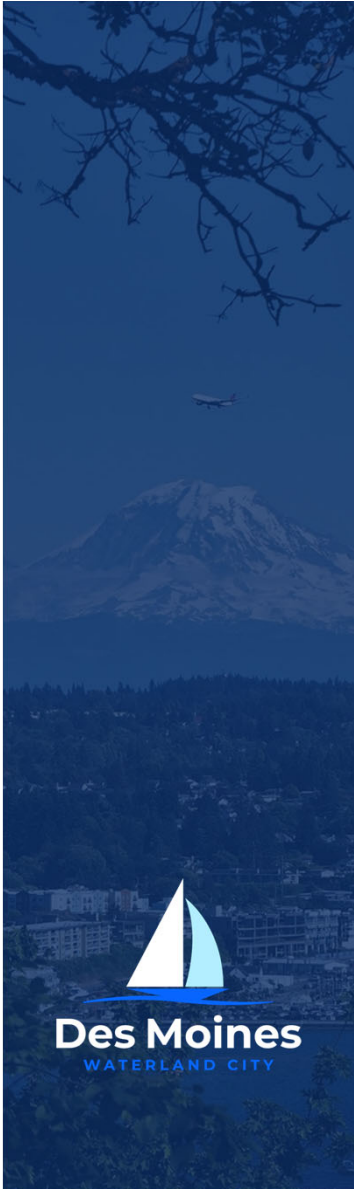
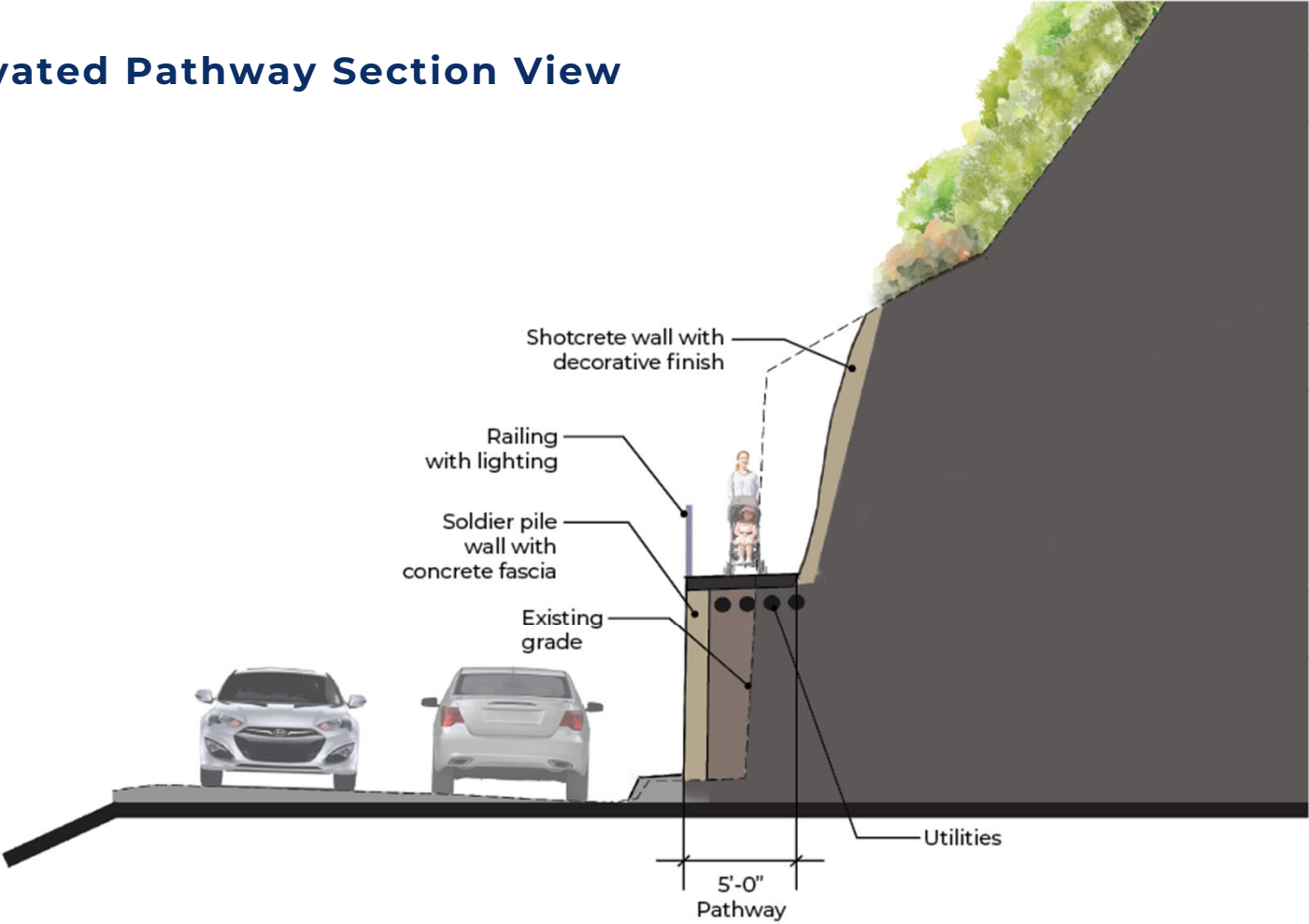


Elevated Pathway Perspective View



Cliff Avenue Connector

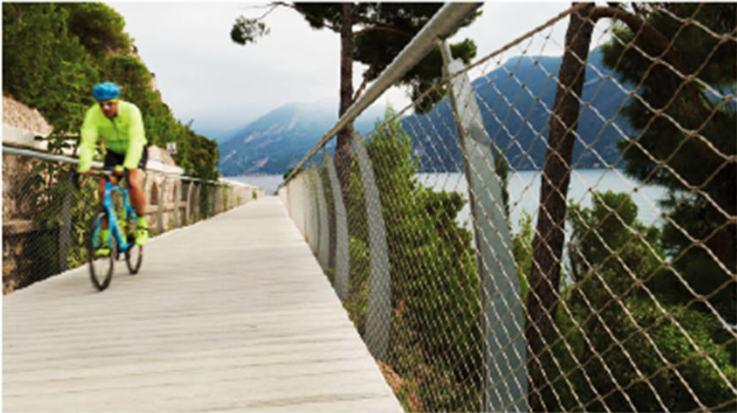
Elevated Pathway Section View



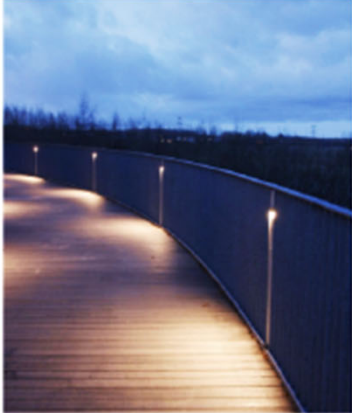
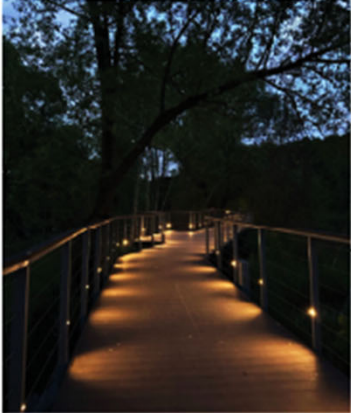
Cliff Avenue Connector

Proposed Design Elements

Mesh Railing



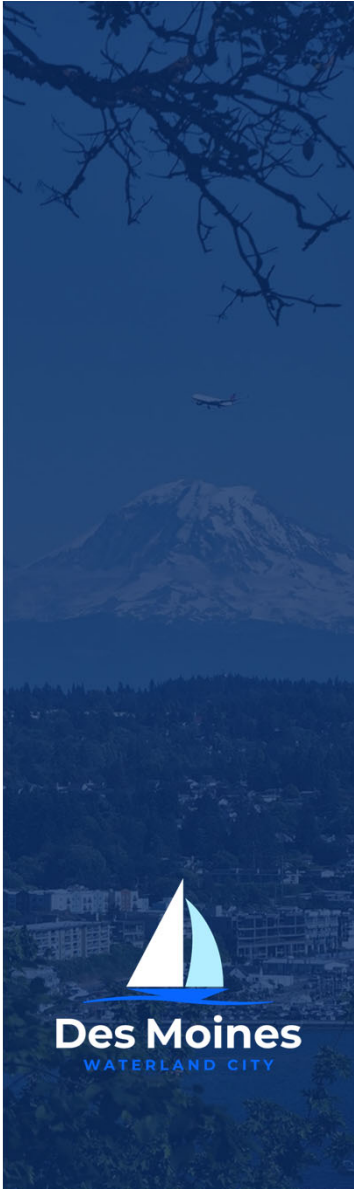
Rail Lighting



Interpretive Signage



Decorative Wall Treatment



REDONDO ESPLANADE & PLAZA PROJECT



Redondo Esplanade & Plaza Project

Project Goals & Overview:

Replacing **failing waterfront infrastructure** and creating a **safe** and **accessible** pedestrian experience.

Project Phase

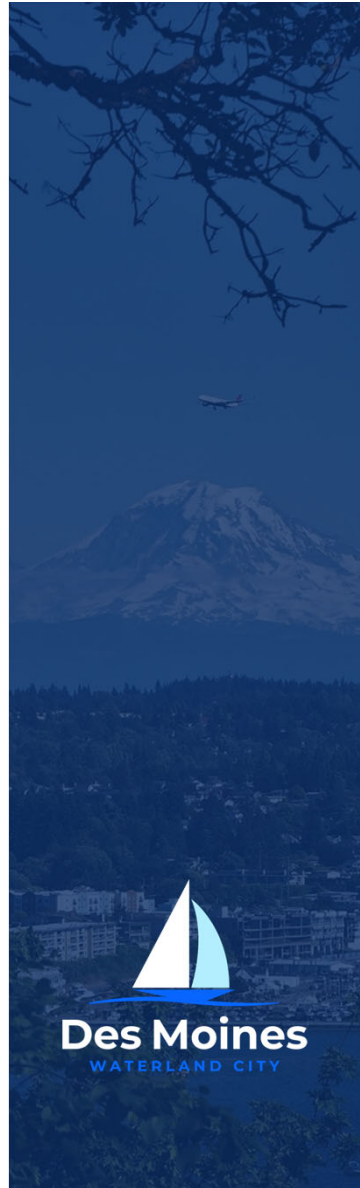
Planning / Scoping

Preliminary Design

Final Design

Permitting

Construction

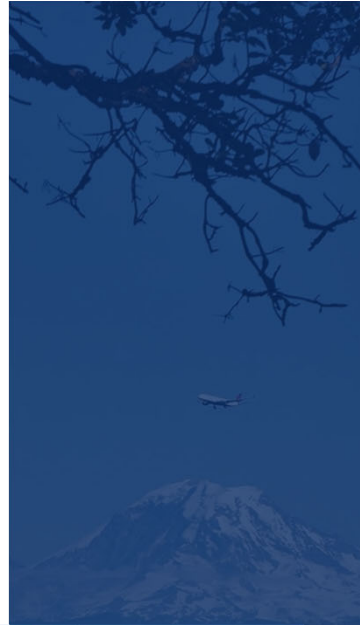


Redondo Esplanade & Plaza Project

- Esplanade is a highly visible **community destination**
- North terminus of Redondo Esplanade and **lacks pedestrian amenities**
- Opportunity to improve overall **safety, sustainability, accessibility, and waterfront experience**



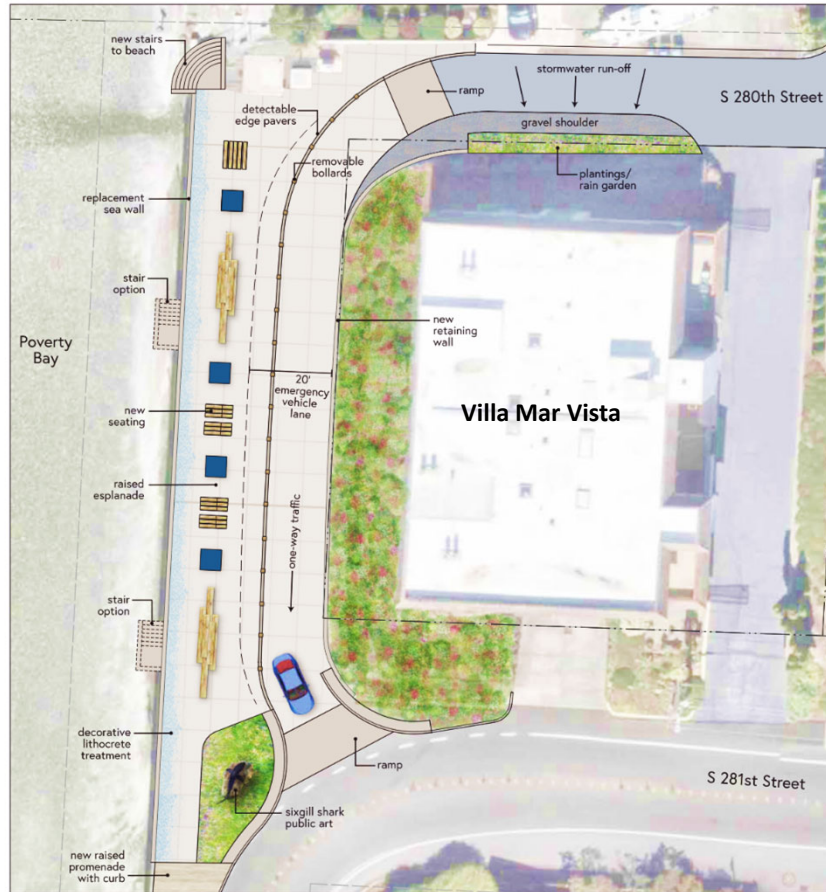
Redondo Esplanade & Plaza Existing Site Photos



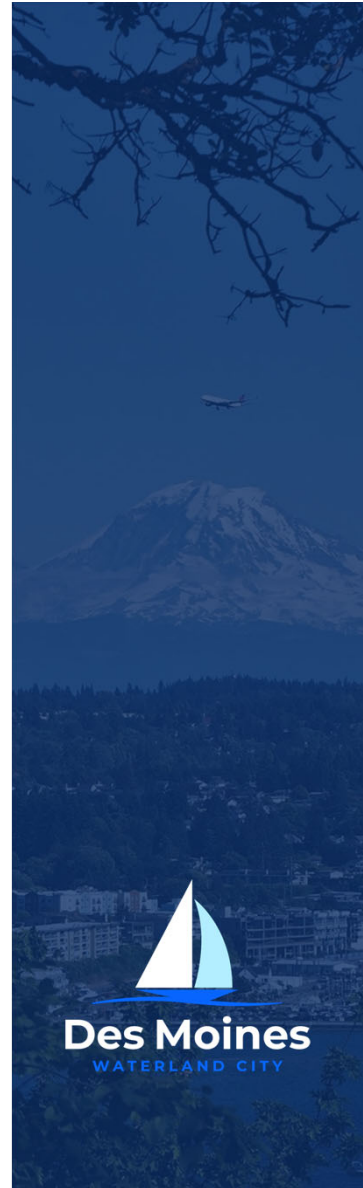
Redondo Esplanade & Plaza Project



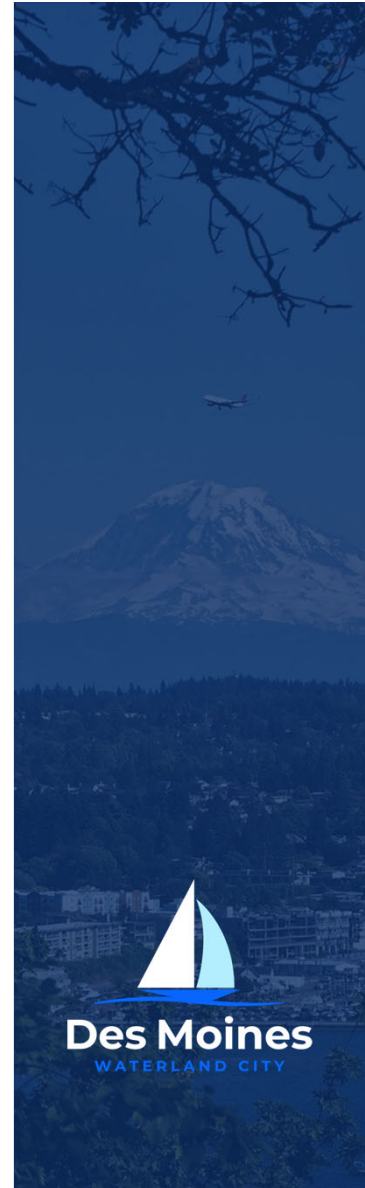
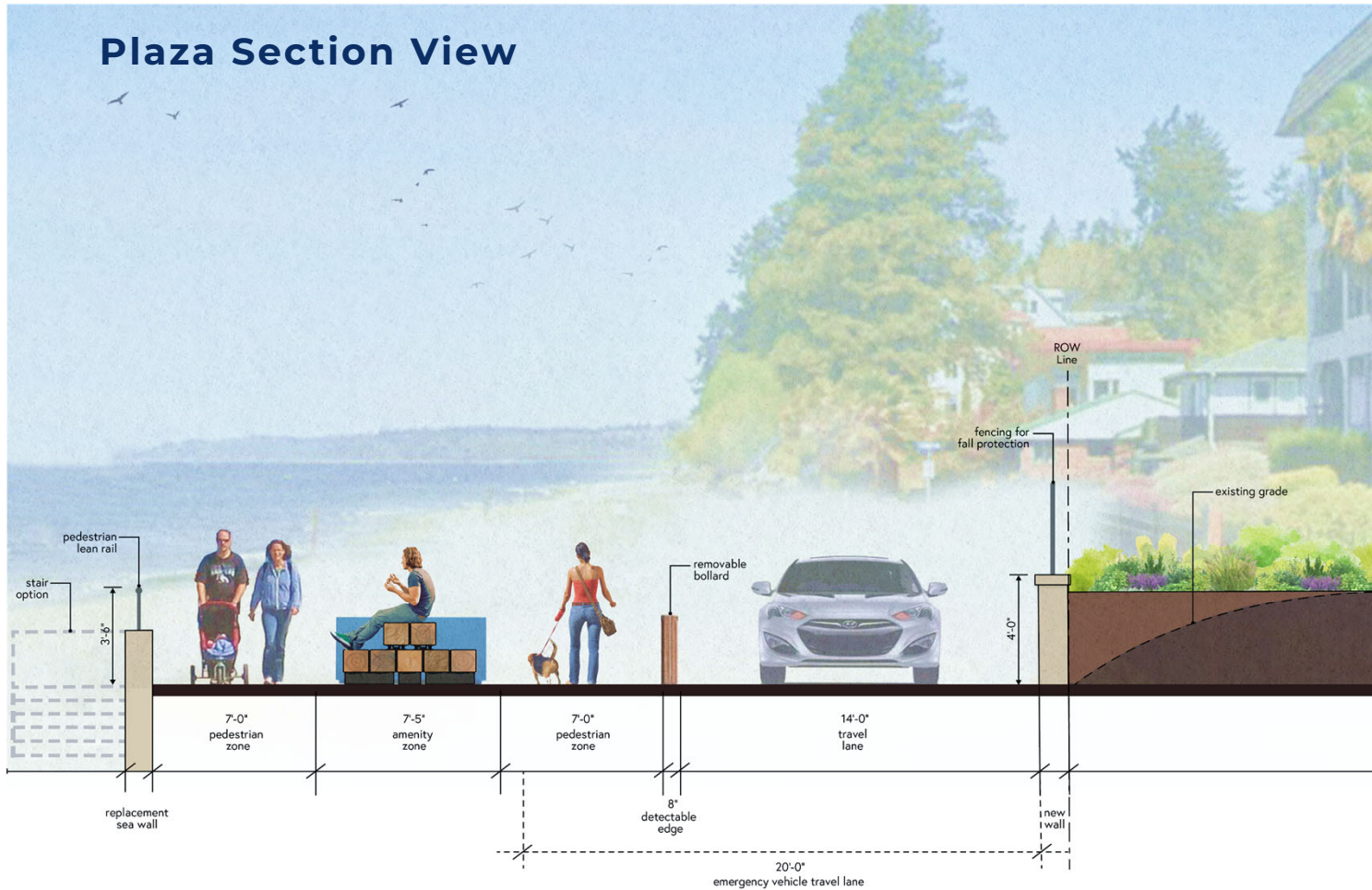
Esplanade Concept Plan



Plaza Concept Plan



Redondo Esplanade & Plaza Project



Redondo Esplanade & Plaza Project

Proposed Design Elements

Public Art



Drifter Wood Furnishings



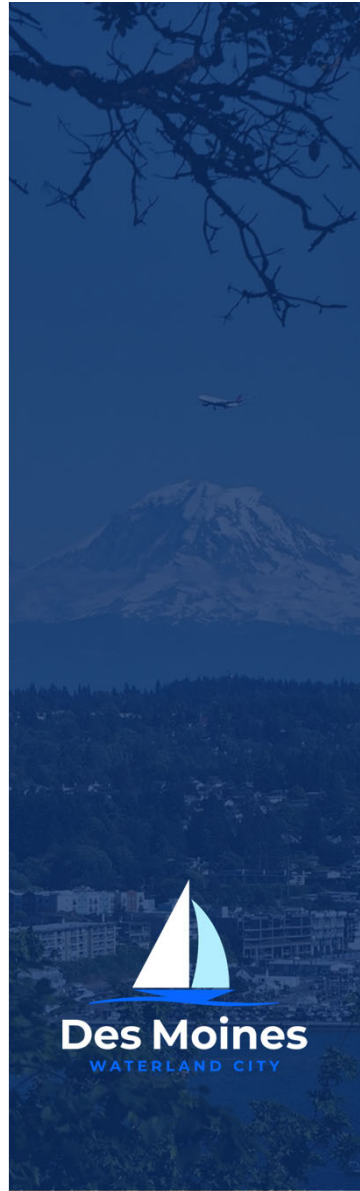
Puget Sound Coastal Inspired Planting



Bollard



Trash / Recycling Receptacle



PROJECTS STATUS & FUNDING



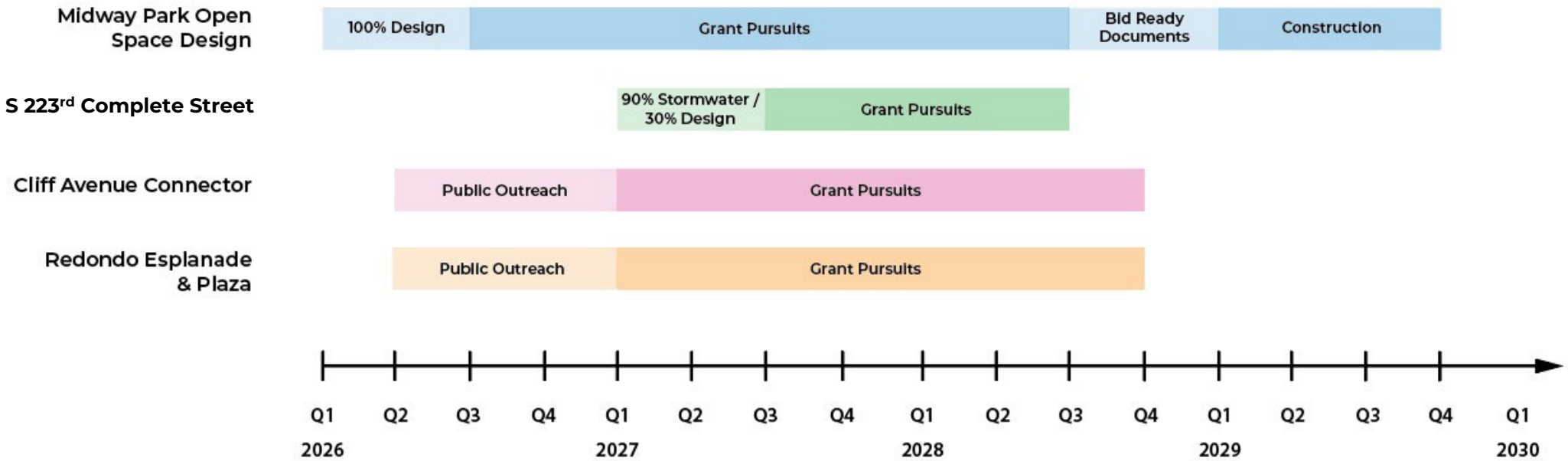
Project Current Status

PROJECT	DESIGN STATUS	COST ESTIMATE
Midway Park Open Space Design	90% Design	\$6.3M
S 223 rd Complete Street	10% Design	\$13M-\$17M *
Cliff Avenue Connector	Planning & Scoping	\$4M-\$6M *
Redondo Esplanade & Plaza	Planning & Scoping	\$4M-\$6M *

* Note: Cost estimates represent a conservative range and will be refined through the design scope of the project.



Project Next Steps



How are Capital Projects funded?

Planning / Scoping

Preliminary Design

Final Design

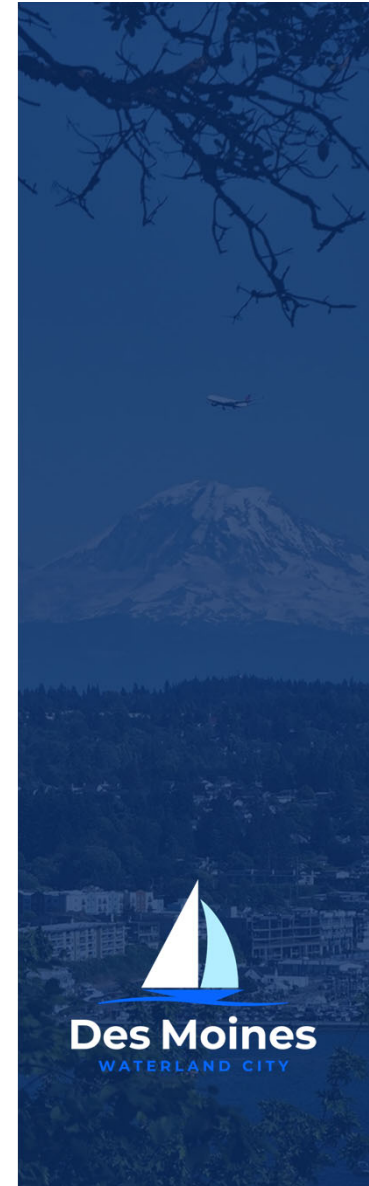
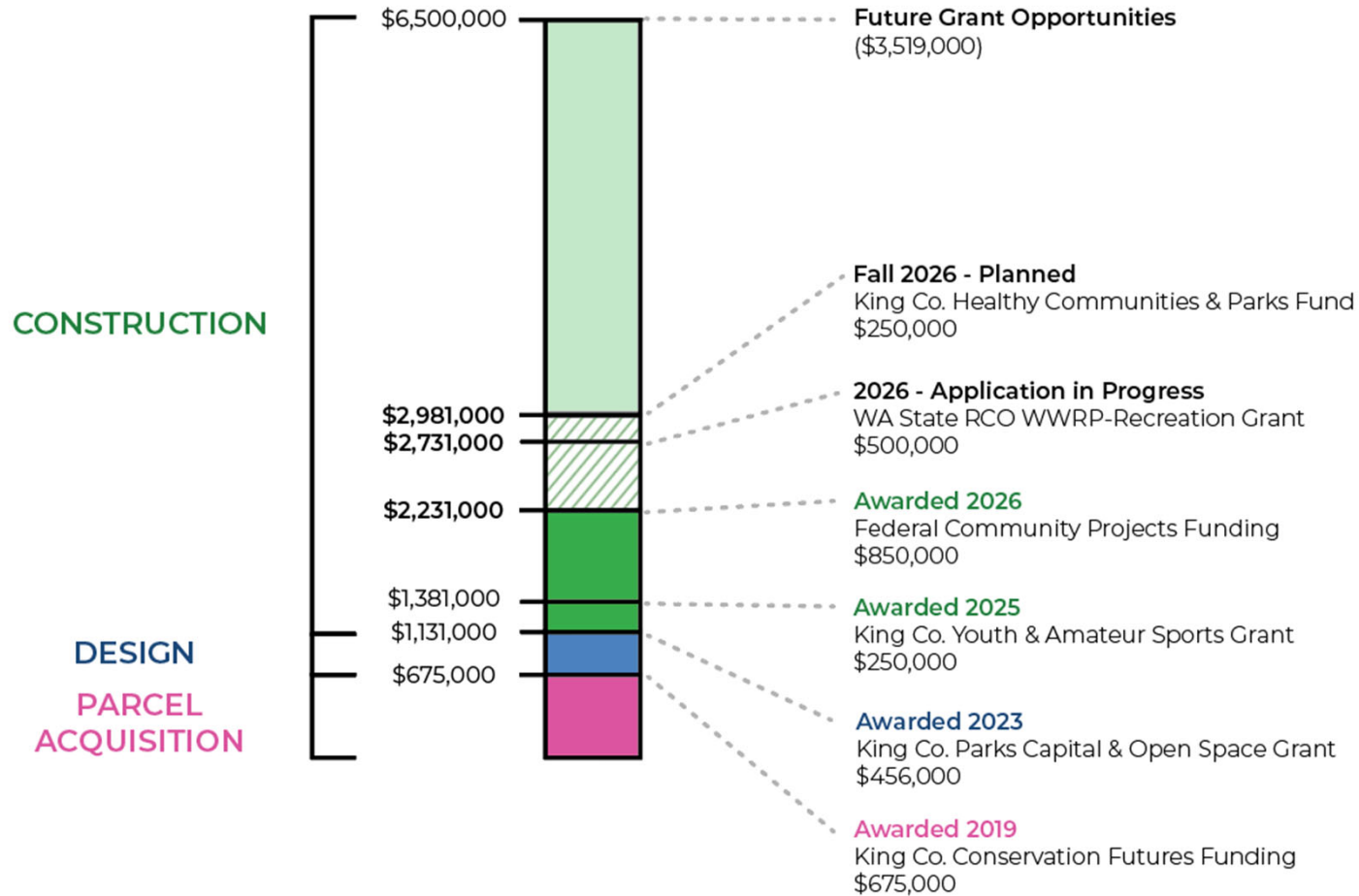
Permitting

Construction

- Planning/Scoping – initial efforts
- Grant Identification and Application
- Local/State/Federal funding regulations & matching funds
 - Safety plans, archaeological review, marine impact studies...
- Reporting and Closeout

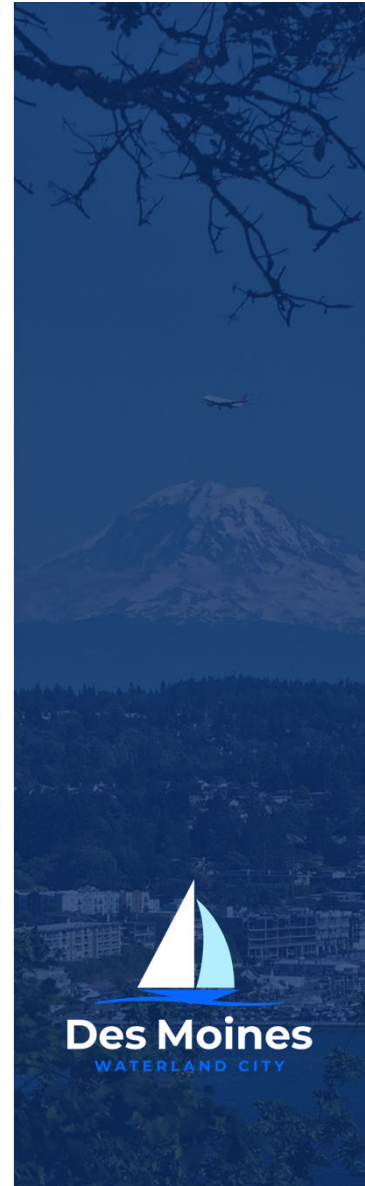


Project Funding – Midway Park



Other Funding Opportunities

- **King County Parks Levy**
 - Healthy Communities & Parks Fund (HCPF) – Fall 2026
 - Youth & Amateur Sports Grants – Fall 2027
 - Pass Through Funds
- **WA State Department of Ecology Grant**
- **WA State Recreation & Conservation Office (RCO) Grants**
 - Aquatic Lands Enhancement Account (ALEA)
 - Planning for Recreation Access (PRA)
 - Recreation Projects – WA Wildlife and Recreation Program
 - Youth Athletic Facilities (YAF)
 - LWCF Outdoor Recreation & Legacy Partnership (ORLP)
- **State and Federal earmarks (Congressional)**
- **Federal Safety Grants (Safe Streets 4 All)**



Next Steps and Discussion

Midway Park

Finalize design and secure grant funding for construction

S 223rd Complete Street

Council affirmation with conceptual design and acceptance of Ecology Grant

Cliff Ave Connector

Future Council approval of regional safety plan

Council and public engagement on design concept and function

Redondo Esplanade and Plaza

Council and public engagement on design concept and function

