

AGENDA

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington
Thursday, September 26, 2024 - 6:00 PM**

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

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE NOT PREVIOUSLY RECEIVED BY COUNCIL

COMMENTS FROM THE PUBLIC

COMMITTEE CHAIR REPORT

- MUNICIPAL FACILITIES COMMITTEE: CHAIR JEREMY NUTTING
- ECONOMIC DEVELOPMENT COMMITTEE: CHAIR JEREMY NUTTING

CITY MANAGER REPORT/PRESENTATIONS/BRIEFINGS

- Item 1. LIGHTHOUSE NORTHWEST
[Lighthouse Northwest PowerPoint](#)

CONSENT AGENDA

- Item 1. APPROVAL OF VOUCHERS
Motion is to approve the payment vouchers through September 12, 2024 and payroll transfers through September 20, 2024 in the attached list and further described as follows:

EFT Vendor Payments	#10686-10728	\$ 328,632.34
Wires	#2699-2716	\$2,517,032.94
Accounts Payable Checks Void	#164388-164388	\$ (130.00)
Payroll Check Voided	#19891-19891	\$ (2038.13)
Payroll Check	#19896-19896	\$ 2038.13
Payroll Checks	#19897-19897	\$ 779.64

Payroll Advice #109.32 \$ 506,377.24

Total Checks and Wires for A/P & Payroll: \$3,352,692.16

[Approval of Vouchers](#)

Item 2. APPROVAL OF MINUTES

Motion is to approve the August 28, 2024 and the September 03, 2024 Special Meeting Minutes.

[Approval of Minutes](#)

Item 3. DOMESTIC VIOLENCE AWARENESS MONTH PROCLAMATION

Motion is to approve the Proclamation recognizing October as Domestic Violence Awareness Month.

[Domestic Violence Awareness Month Proclamation](#)

Item 4. ACCEPTANCE OF FOUNDATION OF WASHINGTON STATE COURTS GRANT

Motion is to accept the grant from the Foundation of Washington State Courts in the amount of \$8,000 for the purpose of constructing a court consultation space for Des Moines Municipal Court.

[Acceptance of Foundation of Washington State Courts Grant](#)

Item 5. MUNICIPAL COURT INTERLOCAL AGREEMENT FOR PEER SUPPORT SERVICES

Motion is to approve the Interlocal Agreement between Des Moines Municipal Court and Federal Way Municipal Court for the purpose of sharing peer support services and authorize the Judge to sign the Interlocal Agreement in the form as submitted.

[Municipal Court Interlocal Agreement for Peer Support Services](#)

Item 6. CREATING A PUBLIC SAFETY LEVY FUND

Motion is to adopt Draft Ordinance No. 24-077 establishing a Special Revenue Fund in chapter 3.51 DMMC entitled "Public Safety Revenue Fund.

[Creating a Public Safety Levy Fund](#)

Item 7. CONTRACT WITH EHM WASHINGTON, LLC TO PROVIDE ELECTRONIC MONITORING SERVICES TO INDIGENT DEFENDANTS

Motion is to approve the Goods and Services contract between EHM Washington LLC and the City of Des Moines for electronic monitoring services for indigent defendants and further authorize the City Manager to sign the agreement substantially in the form as submitted.

[Contract with EHM Washington, LLC to Provide Electronic Monitoring Services to Indigent Defendants](#)

Item 8. LODGING TAX ADVISORY COMMITTEE APPOINTMENT

Motion is to confirm the Mayoral appointment of Mackenzie Meyers to the Lodging Tax Advisory Committee effective immediately.

[Lodging Tax Advisory Committee Appointment](#)

- Item 9. RESOLUTION OPPOSING INITIATIVE MEASURE NO. 2117 CONCERNING CARBON TAX CREDIT TRADING

Motion is to adopt Draft Resolution No. 24-080 in opposition to ballot initiative measure 2117 concerning carbon tax credit trading on the November 5, 2024 general election ballot.

[Resolution Opposing Initiative Measure No. 2117 Concerning Carbon Tax Credit Trading](#)

PUBLIC HEARING/CONTINUED PUBLIC HEARING

- Item 1. 2ND READING PUBLIC HEARING FOR DES MOINES CREEK BUSINESS PARK WEST - DECLARING TRACT C SURPLUS, APPROVING PURCHASE AND SALE AGREEMENT AND APPROVING TRAIL EASEMENT

Staff Presentation by Interim City Attorney Matthew Hutchins

[2nd Reading Public Hearing for Des Moines Creek Business Park West - Declaring Tract C surplus, approving Purchase and Sale Agreement and approving Trail Easement](#)

[Public Hearing Tract C Surplus PowerPoint](#)

NEW BUSINESS

- Item 1. RESOLUTION IN SUPPORT OF PROPOSITION 1, PUBLIC SAFETY LEVY LID LIFT

Staff Presentation by Finance Director Jeff Friend

[Resolution in Support of Proposition 1, Public Safety Levy Lid Lift](#)
[Resolution to Support Proposition 1 PowerPoint](#)

- Item 2. ADOPTION OF 2025 – 2030 CAPITAL IMPROVEMENTS PLAN

Staff Presentation by Finance Director Jeff Friend

[Adoption of 2025 – 2030 Capital Improvements Plan](#)
[2025-2030 Capital Improvements Plan Summary PowerPoint](#)

- Item 3. NEW AGENDA ITEMS FOR CONSIDERATION – 10 Minutes

COUNCILMEMBER REPORTS

(4 minutes per Councilmember) - 30 minutes

PRESIDING OFFICER'S REPORT

EXECUTIVE SESSION

NEXT MEETING DATE

October 03, 2024 City Council Study Session

ADJOURNMENT

[Correspondence](#)

[Public Comment 09.26.2024](#)

Breaking the
cycle of
domestic abuse
one relationship
at a time



www.lighthousenw.org

Domestic abuse is a learned pattern of behavior used to gain and maintain power and control

1 in 3 women experience domestic abuse



Domestic abuse is the third leading cause of homelessness

Every year...10 million children witness domestic violence



AWARENESS & ACTION PROGRAM



EDUCATION



TRAINING



CONSULTING & MENTORSHIP

Education to build awareness and understanding

Training to equip and empower the community to respond effectively to families affected by domestic abuse

Consulting and mentoring to support community prevention and intervention

RISE

ABUSE & TRAUMA
RECOVERY PROGRAM



EMPOWER



HOME



HOPE



HEALING

- **Relationships**
- **Community**
- **Proven resources**



Women and Children Served

Sacha's House 2023: 18 women & children (15 Des Moines residents plus 3 from neighboring cities)

Sacha's House 2024: 13 women & children (6 Des Moines residents plus 7 from neighboring cities)

Rise Support Groups 2023: 60 women & children (40 Des Moines residents plus 20 from neighboring cities)

Rise Support Groups 2024: 61 women & children (32 Des Moines residents plus 29 from neighboring cities)

www.lighthousew.org/celebrate24

@ Des Moines Beach Park Event Center
5k
CELEBRATE
2024
THE JOURNEY

@ Des Moines Beach Park Auditorium
Oct 19th
6 - 8:30PM
CELEBRATE
2024
THE JOURNEY

Breaking the
cycle of
domestic abuse
one relationship
at a time



www.lighthousenw.org

CITY OF DES MOINES
Voucher Certification Approval
September 12, 2024
Auditing Officer Certification

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

As of **September 26, 2024** the Des Moines City Council, by unanimous vote, does approve for payment those vouchers through September 12, 2024 and payroll transfers through September 20, 2024 included in the attached list and further described as follows:

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



 Jeff Friend, Finance Director

		# From	# To	Amounts
Claims Vouchers:				
EFT's		10686	10728	328,632.34
Wires		2699	2716	2,517,032.94
AP Check Void		164388	164388	(130.00)
Total Vouchers paid				2,845,535.28
Payroll Vouchers				
Payroll Check Voided	9/9/2024	19891	19891	(2,038.13)
Payroll Check		19896	19896	2,038.13
Payroll Checks	9/20/2024	19897	19897	779.64
Payroll Advice		10932	11096	506,377.24
Total Paychecks & Direct Deposits				507,156.88
Total checks and wires for A/P & Payroll				3,352,692.16

MINUTES

**DES MOINES CITY COUNCIL
SPECIAL MEETING
North Conference Room
21630 11th Avenue S, Des Moines, Washington**

Wednesday, August 28, 2024 - 5:00 PM

CALL TO ORDER

Mayor Traci Buxton called the Special Meeting to Order at 5:00 p.m. in the Council Chambers.

ROLL CALL

Council Present:

Mayor Traci Buxton; Deputy Mayor Harry Steinmetz; Councilmember Gene Achziger; Councilmember Yoshiko Grace Matsui; Councilmember JC Harris; Councilmember Matt Mahoney; and Councilmember Jeremy Nutting

Staff Present:

Interim City Attorney Matt Hutchins

Other Present:

SGR Consultant Dave Tuan

PURPOSE

The purpose of the Special Meeting was to hold an Executive Session to discuss qualified applications per RCW 42.30.110(1)(g). The Executive Session was expected to last 4 hours and 30 minutes.

No formal action was taken, The Executive Session lasted 4 hours and 30 minutes.

The meeting adjourned at 9:30 p.m.

Respectfully Submitted
Taria Keane
City Clerk

MINUTES

**DES MOINES CITY COUNCIL
SPECIAL MEETING
North Conference Room
21630 11th Avenue S, Des Moines, Washington**

Tuesday, September 3, 2024 - 6:00 PM

CALL TO ORDER

Mayor Traci Buxton called the Special Meeting to Order at 6:01 p.m. in the Council Chambers.

ROLL CALL

Council Present:

Mayor Traci Buxton; Deputy Mayor Harry Steinmetz; Councilmember Gene Achziger; Councilmember Yoshiko Grace Matsui; Councilmember JC Harris; and Councilmember Jeremy Nutting

Staff Present:

Assistant City Manager Adrienne Johnson-Newton and Interim City Attorney Matt Hutchins

Other Present:

SGR Consultant Dave Tuan via Zoom

PURPOSE

The purpose of the Special Meeting was to hold an Executive Session to discuss qualified applications per RCW 42.30.110(1)(g). The Executive Session was expected to last 30 minutes.

At 6:26 p.m. Mayor Traci Buxton extended the Executive Session for an additional 10 minutes until 6:41 p.m.

At 6:38 p.m. Mayor Traci Buxton extended the Executive Session for an additional 10 minutes until 6:51 p.m.

No formal action was taken, The Executive Session lasted 50 minutes.

The meeting adjourned at 6:51 p.m.

Respectfully Submitted
Taria Keane
City Clerk

AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: Domestic Violence Awareness Month Proclamation

FOR AGENDA OF: September 26, 2024

DEPT. OF ORIGIN: Administration

ATTACHMENTS:
1. Proclamation

DATE SUBMITTED: September 16, 2024

- CLEARANCES:
- City Clerk *SK*
 - Community Development _____
 - Courts _____
 - Emergency Management _____
 - Finance _____
 - Human Resources _____
 - Legal _____
 - Marina _____
 - Police _____
 - Parks, Recreation & Senior Services _____
 - Public Works _____

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

Purpose and Recommendation

The purpose of this agenda item is to recommend City Council approval of the attached Proclamation recognizing October as Domestic Violence Awareness Month.

Suggested Motion

Motion: "I move to approve the Proclamation recognizing October as Domestic Violence Awareness Month."

Background

Domestic Violence Awareness Month was launched nationwide in October 1987 as a way to connect and unite individuals and organizations working on domestic violence issues and raise awareness for those issues.

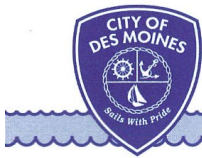
Over the last three decades, much progress has been made to support domestic violence victims and survivors, to hold abusers accountable, and to create and update legislation to further those goals.

Discussion

Domestic Violence Awareness Month encourages the community to ensure that victims of domestic violence know that they are not alone and are here to support survivors of domestic violence as they courageously move forward to enjoy full and healthy lives. This is the fifth year that this proclamation has been before Council.

Recommendation

Administration supports Council approving the Proclamation recognizing October as Domestic Violence Awareness Month.



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.: (206) 824-6024 FAX: (206) 870-6540



Proclamation

WHEREAS, every one of our residents deserves to live a life free from violence and abuse; and

WHEREAS, anyone can be a victim of domestic violence regardless of age, sex, ability, ethnicity, sexual orientation, socioeconomic status, or religion; and

WHEREAS, children that grow up in violent homes are believed to be abused and neglected at a rate higher than the national average; and

WHEREAS, Domestic Violence Awareness Month provides an excellent opportunity for our community to learn more about preventing domestic violence and to show support for the numerous organizations and individuals providing critical advocacy, services and assistance to its victims;

NOW THEREFORE, the Des Moines City Council wishes to recognize October as

DOMESTIC VIOLENCE AWARENESS MONTH

and encourages the community to ensure that victims of domestic violence know that they are not alone and are here to support survivors of domestic violence as they courageously move forward to enjoy full and healthy lives.

SIGNED this 26th day of September, 2024

Traci Buxton, Mayor

The Waterland City

A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: Acceptance of Foundation of
Washington State Courts Grant

FOR AGENDA OF: September 26, 2024

DEPT. OF ORIGIN: Judicial Branch

ATTACHMENTS:

DATE SUBMITTED: September 17, 2024

1. Award letter from Foundation of Washington State Courts Grant
2. Grant Application to Foundation of Washington State Courts

CLEARANCES:

- City Clerk _____
- Communications _____
- Community Development _____
- Court *M. Patrick*
- Emergency Management _____
- Finance *MH*
- Human Resources _____
- Legal */s/ MH*
- Marina _____
- Police _____
- Parks, Recreation & Senior Services _____
- Public Works _____

APPROVED BY CITY MANAGER

FOR SUBMITTAL: 

Purpose and Recommendation

The purpose of this agenda item is to request the Council’s authorization to accept a grant from the Foundation of Washington State Courts to be used to recoup funds from the court consultation room project completed in April of this year.

Suggested Motion

Motion:
 “I move to accept the grant from the Foundation of Washington State Courts in the amount of \$8,000 for the purpose of constructing a court consultation space for Des Moines Municipal Court.”

Background

Des Moines Municipal Court returned to in-person proceedings following the COVID-19 pandemic in March 2023. A return to in-person proceedings meant that the defense attorneys would again need a place from time to time to consult with their clients in a private, confidential setting before taking action at their hearings. A consultation space for attorneys to utilize was established in the courtroom in March/April 2023. Beginning in September 2023, the court began utilizing the North conference room at City Hall to as an additional area for confidential client consultations for the public defenders and their clients to use.

Prior to these spaces being utilized consultations were happening in non-confidential areas such as the court lobby, the courtyard and the hallway between the court and city hall. In addition to concerns that defendants were not receiving sufficient privacy, consultations in these areas also created safety and capacity concerns. The court began researching alternatives to the conference room, as this area is in a secured region of city hall and created additional security concerns. Working with city staff alternatives were investigated.

In January of this year, a final design to utilize an existing office as an additional meeting area was chosen. In order to accommodate access to the space without entering secure staff areas, two doors need to be moved. The Court began applying for grant funding to recoup some of the expenses of this project.

Discussion

The Director of Court Administration was notified of this grant award in late July 2024. The project was completed in early April 2024. The room is utilized by our public and private defense bar, support services (probation) personnel, electronic monitoring vendor and city personnel for a private zoom room. This award will recoup over 50% of the total expense.

Alternatives

The council could choose not accept these funds. (Not recommended)

Financial Impact

The total cost of the project was \$15,497.77. Should the council choose to accept the funds \$8,000 to the general fund will be recouped.

Recommendation

Staff recommends that the Council authorize the Director of Court Administration to accept this award on the court's behalf.



Foundation for
Washington
State
Courts

Attachment #1

September 17, 2024

Via Email: MPatrick@desmoineswa.gov

Melissa Patrick
Director of Court Administration
Des Moines Municipal Court
21630 11th Ave S Suite C
Des Moines, WA 98198

Re: Des Moines Municipal Court Grant Application Dated 2/7/24

Dear Melissa:

We are pleased to notify you that the Foundation for Washington State Courts has approved the Des Moines Municipal Court's February 7, 2024, grant request for security building modifications in the amount of \$8,000.

Thank you for providing us with the April 21, 2024, invoice from NFI Enterprises, LLC, for the work that has been completed.

We understand that you plan to present this letter to the City Council next week for approval. Please let us know once that has been accomplished and we will arrange to provide you with the funds.

Please contact me or Jeff Kestle with any questions.

Thank you.

Roy Umlauf, President Foundation for Washington State Courts

Ann Rosato, Past President
Roy Umlauf, President
Matt Wurdeman, Vice President
Tom Vertetis, Treasurer
Joanne Blackburn Secretary

Hon. Paris Kallas (Ret.), Trustee
Hon. Jerome Leveque (Ret.), Trustee
Maggie Sweeney, Trustee
John Allison, Trustee
Joe Gardner, Trustee
John D Webber, Trustee
Adison Richards, Trustee
Lisa Ann Sharpe, Trustee
Sara Crumb, Trustee
Wayne Fricke, Trustee
Robert Flennaugh, Trustee
Jeff Kestle, Trustee

4885-1314-9414, v. 1.1



Foundation for
Washington
State
Courts

Robert Wilke, Trustee
Tomás Gahan, Trustee
Brennen Johnson, Trustee
Amy Mensik, Trustee
Alison Turnbull, Trustee
Kevin Hastings, Trustee
Melissa Roeder, Trustee

**FOUNDATION FOR WASHINGTON STATE COURTS
GRANT APPLICATION**

Court Applying for Grant: Des Moines Municipal Court Date: 2/7/24

Contact Person(s) for Applicant: NAME: Melissa Patrick-Director of Court Administration

ADDRESS: 21630 11th Ave S

CITY, STATE, ZIP CODE: Des Moines , WA 98198

Telephone: 206-870-6593 Fax No.: 206-870-4387

E-mail Address: mpatrick@desmoineswa.gov

Amount of this request: \$ 8,000 Funds needed by: April 1, 2024

Time frame in which funds will be used: Present to May 31, 2024

Purpose of request: Please describe below the reasons the Court is seeking these funds at this time and how the administration of justice would be enforced if the grant request were approved. **Please attach back-up documentation (bids, quotes, etc.):**

Des Moines Municipal Court shares our court lobby and courtroom with City Hall. We currently
utilize a city hall conference room for probation appointments and as a public defender meeting
space this area is outside of an area of control by our court security staff. This space also gives
defendants/clients access to secure employee areas. We are seeking funds to move two doors
that would allow a meeting space to be utilized by probation and public defenders for meetings/
consultations that would be directly off the court lobby and within 10 feet of court security.
Moving these doors will also provide security for city hall and court staff and limit access of
defendants and the public into secure spaces. We have an unused office that could be used once

the doors are moved that is already equipped with a desk, chairs, electrical, ethernet , telephone and a panic button. This space will allow for a safe, confidential meeting space for probation staff, our public defenders, and our outside providers such as EHM and contracted peer navigator.

How did you determine this was the best price or alternative (*i.e.* did you look at other options and why was this was chosen)?

When this idea was first posed we reached out to our facilities team. Due to limited staff at the city our facilities team could not complete the project. We have previously used this contractor for other projects. We will be using existing paint, floors and doors to complete this project also lowering the total cost. We have attempted other options for meeting spaces including the city hall conference rooms, a cubicle within the courtroom, our attorneys utilized hallways, lobby consultations etc which are not confidential areas or at times safe. We also looked at the Cubicall units, however they did not meet city building requirements.

Please return to: Foundation for Washington State Courts
 901 Fifth Avenue, Suite 1400
 Seattle, WA 98164

or: roy@FoUm.law

226714 / 87.0015

A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: Municipal Court Interlocal Agreement
for Peer Support Services

FOR AGENDA OF: September 26, 2024

DEPT. OF ORIGIN: Judicial Branch

ATTACHMENTS:

DATE SUBMITTED: September 17, 2024

1. Interlocal Agreement between Des Moines
Municipal Court and Federal Way
Municipal Court
2. Executed contract between Federal Way
and Peer Washington.

CLEARANCES:

- City Clerk _____
- Communications _____
- Community Development _____
- Courts *M. Patrick* _____
- Emergency Management _____
- Finance _____
- Human Resources _____
- Legal */s/ MH* _____
- Marina _____
- Police _____
- Parks, Recreation & Senior Services _____
- Public Works _____

APPROVED BY CITY MANAGER

FOR SUBMITTAL: *[Signature]*

Purpose and Recommendation

The purpose of this Interlocal Agreement (ILA) between Federal Way Municipal Court (FWMC) and Des Moines Municipal Court (DMMC) is to facilitate the sharing of peer support services for potential and active therapeutic court participants.

Suggested Motion

Motion: "I move to approve the Interlocal Agreement between Des Moines Municipal Court and Federal Way Municipal Court for the purpose of sharing peer support services and authorize the Judge to sign the Interlocal Agreement in the form as submitted."

Background

Beginning in 2022, Des Moines Municipal Court and Federal Way Municipal Court have shared peer support services offered by Peer Washington (dba Peer Kent) for justice involved individuals. Peer support specialists are individuals who have been successful in the recovery process who aid those with similar experiences. Peers advocate for people in recovery, share resources such as housing, employment, education and financial. Additionally, they provide referrals to in-patient substance use disorder treatment, mental health treatment and sober support groups/activities. Research has shown that peer support increases engagement in the judicial process, treatment, recovery and compliance. Additionally, it promotes a sense of hope and self-empowerment, improves social functioning, and overall quality of life. It emphasizes a reduction of self-harm and recidivism to individuals who utilize peers.

Discussion

Des Moines Municipal Court serves clients who are at a higher risk to reoffend and those with a significant need for resources such as substance use disorder treatment, employment, housing and life skills. Utilization of a peer support specialist allows a neutral party to assist participants through the steps of the program while providing resources in a confidential environment.

Sharing peer support services with FWMC is not only cost-effective, it also increases accountability for many individuals who have cases in both courts, with the ultimate aim to increase public safety in all South King County communities.

Alternatives

Reject Interlocal agreement. (Not recommended)

Financial Impact

There is no financial impact for the City of Des Moines if approved. The services provided by Peer Washington (Peer Kent) are subsidized through funding provided by the Administrative Office of the Courts. Federal Way Municipal Court, as the grantee, assumes responsibility for grant management and administration.

Recommendation

Staff recommends approval of this Interlocal Agreement.

**INTERLOCAL AGREEMENT BETWEEN THE FEDERAL WAY MUNICIPAL COURT
AND DES MOINES MUNICIPAL COURT FOR THE SHARING OF PEER SUPPORT
SERVICES PROVIDED BY PEER WASHINGTON (DBA PEER KENT)**

WHEREAS, the City of Federal Way (hereafter “Federal Way”) is a municipal corporation organized under the laws of the State of Washington; and

WHEREAS, the City of Des Moines (hereafter “Des Moines”) is a municipal corporation organized under the laws of the State of Washington; and

WHEREAS, each of the parties to this Agreement is authorized under Washington law to operate a municipal court (Chapter 3.50 RCW); and

WHEREAS, each court utilizes therapeutic approaches under RCW 2.30;

WHEREAS, pursuant to RCW 2.30.050 “courts are authorized and encouraged to establish multijurisdictional partnerships and/or interlocal agreements under RCW 39.34.180 to enhance and expand the coverage area of the therapeutic court” and to “to identify and implement nontraditional case processing methods which can eliminate traditional barriers that decrease judicial efficiency.”

WHEREAS, Chapter 39.34 RCW (“The Interlocal Cooperation Act”) permits municipal corporations to contract with one another to perform any act that each is independently authorized to perform; and

WHEREAS, RCW 39.34.180 permits municipal corporations and RCW 2.30.050 authorizes municipal courts to enter into interlocal agreements for court-related services; and

WHEREAS, Des Moines currently operates a municipal court; and

WHEREAS, Federal Way currently operates a municipal court; and

WHEREAS, Federal Way is willing to share peer recovery support services offered by Peer Washington (dba Peer Kent) with Des Moines pursuant to a state grant; and

WHEREAS, Federal Way and Peer Washington (dba Peer Kent) entered into a contract that is also intended to benefit the City of Des Moines that is attached hereto as Appendix A;

NOW, THEREFORE, in consideration for the mutual covenants and promises set forth in this Agreement, and in the exercise of authority granted by the Interlocal Cooperation Act, Chapter 39.34 RCW, Federal Way and Des Moines do hereby agree to the following:

1. Purpose. The purpose of this Agreement is facilitate the sharing of peer recovery support services between Des Moines Municipal Court (DMMC) and Federal Way Municipal Court (FWMC) to expand opportunities for therapeutic interventions for individuals Eligible for therapeutic court (DUI Court).
2. Administration. The parties to this Agreement designate the following individuals as representatives. The representatives shall be responsible for administration of this Agreement and for coordinating and monitoring performance under this Agreement. In the event such representatives are changed, the party making the change shall notify the other party.

Des Moines Municipal Court representative shall be Judge Lisa Leone.

Federal Way Municipal Court's representative shall be Judge David A. Larson.
3. Property Disclaimer: No joint acquisition of real or personal property is contemplated hereunder.
4. Duties of Des Moines. Des Moines shall perform the following duties:
 - (a) Refer therapeutic court candidates or participants to receive peer recovery support services.
 - (b) Referrals may be made by defense attorneys, the prosecutor, the judge, support services (probation) or the defendant may self-refer for peer recovery support or peer coaching services;
 - (c) Promote the availability of peer recovery support services by posting a link on the Court's webpage and providing an information sheet or brochure on how and where a defendant may receive peer support through the Clerk's office or in court;
 - (d) Cooperate in assuring that peer services are not duplicated for people referred to Peer Kent when the person referred has cases in both courts;
 - (e) Cooperate in maintaining compliance with the grant requirements including providing referral statistics and current AOC DUI court reporting requirement ;
 - (f) Comply with the terms and conditions of the contract between Federal Way and Peer Washington (dba Peer Kent).
5. Duties of Federal Way. Federal Way shall perform the following duties:
 - (a) Compensate peer support recovery navigators according to its contract with Peer Washington (dba Peer Kent), executed between Federal Way and Peer Washington (dba Peer Kent) on August 29, 2024 (Appendix A);
 - (b) Cooperate in assuring that peer services are not duplicated for people referred to Peer Washington (dba Peer Kent) when the person referred has cases in both courts,;
 - (c) Manage grant administration and compliance, including financial and other reporting requirements, as determined by the Administrative Office of the Courts.

6. Mutual Duty of Confidentiality. Any and all reports developed for purposes of grant administration and auditing shall protect the confidentiality of the defendant as required in the contract between Federal Way and Peer Washington (dba Peer Kent).
7. Cost of Contract. Federal Way shall bear the cost of peer recovery support services as defined in its contract with Peer Washington (dba Peer Kent) (Appendix A).
8. Liability. Nothing herein is intended to alter in any way the respective legal duties, obligations, or immunities of Federal Way and Des Moines and each party assumes liability for the action or inaction of their respective agents and employees. Nothing herein gives either party the right to control the operations or decisions of the other party.
9. Independent Contractor. Each party to this Agreement is an independent contractor with respect to the subject matter herein. Nothing in this Agreement shall make any employee of Federal Way a Des Moines' employee for any purpose, including, but not limited to, for withholding of taxes, payment of benefits, worker's compensation pursuant to Title 51 RCW, or any other rights or privileges accorded Des Moines' employees by virtue of their employment. Nothing in this Agreement shall make any employee of Des Moines a Federal Way employee for any purpose, including but not limited to for withholding taxes, payment of benefits, worker's compensation pursuant to Title 51 RCW, or any other rights or privileges accorded Federal Way employees by virtue of their employment. At all times pertinent hereto, employees of Des Moines are acting as Des Moines employees and employees of Federal Way are acting as Federal Way employees.
10. Notice. Any notice or other communication given hereunder shall be deemed sufficient, if in writing and delivered personally to the addressee, or sent by certified or registered mail, return receipt requested, addressed as follows, or to such other address as may be designated by the addressee by written notice to the other party:

To Des Moines: Lisa Leone, Presiding Judge
Des Moines Municipal Court
21630 11th Avenue South, Ste C
Des Moines, WA 98198

To Federal Way: David A. Larson, Presiding Judge
Federal Way Municipal Court
33325 8th Ave. S., Ste. 102
Federal Way, WA 98003-6325

11. Partial Invalidity. Whenever possible, each provision of this Agreement shall be interpreted in such a manner as to be effective and valid under applicable law. Any provision of this Agreement which shall prove to be invalid, void or illegal shall in no way affect, impair, or invalidate any other provisions hereof, and such other provisions shall remain in full force and effect. Notwithstanding the foregoing, this Agreement shall be subject to re-negotiation as provided in this Agreement.

12. Assignability. The rights, duties, and obligations of either party to this Agreement may not be assigned to any third party without the prior written consent of the other party, which consent shall not be unreasonably withheld.
13. Entire Agreement. This Agreement contains the entire understanding between the parties and supersedes any prior understandings and agreements between them regarding the subject matter hereof. There are no other representations, agreements, or understandings, oral or written, between the parties hereto relating to the subject matter of this Agreement. No amendment of, or supplement to, this Agreement shall be valid or effective unless made in writing and executed by the parties hereto.
14. Mediation/Arbitration Clause. If a dispute arises from or relates to this Agreement or the breach thereof and if the dispute cannot be resolved through direct discussions, the parties agree to endeavor first to settle the dispute in an amicable manner by mediation administered by a mediator under the American Arbitration Association's Rules before resorting to arbitration. The mediator may be selected by agreement of the parties or through the American Arbitration Association. Following mediation, any unresolved controversy or claim arising from or relating to this Agreement or breach thereof shall be settled through arbitration which shall be conducted under the American Arbitration Association's Arbitration Rules. The arbitrator may be selected by agreement of the parties or through the American Arbitration Association. All fees and expenses for mediation or arbitration shall be borne by the parties equally. However, each party shall bear the expense of its own counsel, experts, witnesses, and preparation and presentation of evidence.
15. Captions. The section and paragraph captions used in this Agreement are for convenience only and shall not control or affect the meaning or construction of any of the provisions of this Agreement.
16. Duration and Termination.
 - (a) The term of this Agreement shall end when funding for peer recovery support services under the terms of the 2024-2025 FWMC - Administrative Office of the Courts Grant (No. IAA25071) is exhausted.
 - (b) The Agreement shall take effect upon acceptance by all parties. Execution of the Agreement by the duly authorized representative of each of the parties hereto.
 - (c) Either party may elect to terminate this Agreement by written notice of termination to the other party delivered by regular mail to the contact person identified herein. Said termination shall become effective three (3) days from the date of receipt of said written notice.

DATED this _____ day of _____, 20_____.

DES MOINES MUNICIPAL COURT

FEDERAL WAY MUNICIPAL COURT

By _____
Lisa Leone, Presiding Judge

By _____
David A. Larson, Presiding Judge

Approved as to Form:

Approved as to Form:

Matthew Hutchins, Acting City Attorney

J. Ryan Call, City Attorney



CITY HALL
33325 8th Avenue South
Federal Way, WA 98003-6321
(253) 835-7000
www.cityoffederalway.com

**AMENDMENT NO. 2
TO
PROFESSIONAL SERVICES AGREEMENT
FOR
PEER RECOVERY SERVICES**

This Amendment (“Amendment No. 2”) is made between the City of Federal Way, a Washington municipal corporation (“City”), and Peer Washington a Washington nonprofit corporation (“Contractor”). The City and Contractor (together “Parties”), for valuable consideration and by mutual consent of the Parties, agree to amend the original Agreement for Peer Recovery Services (“Agreement”) dated effective March 1, 2022, as amended by Amendment No. 1, as follows:

1. **AMENDED TERM.** The term of the Agreement, as referenced by Section 1 of the Agreement and any prior amendments thereto, shall be amended and shall continue until the completion of the Services, but in any event no later than June 30, 2025 (“Amended Term”) unless a later date is agreed to by the parties in writing.
2. **AMENDED SERVICES.** The Services, as described in Exhibit A-2 and as referenced by Section 2 of the Agreement, shall be amended to include, in addition to the Services and terms required under the original Agreement and any prior amendments thereto, those additional services described in Exhibit A-1 attached hereto and incorporated by this reference (“Additional Services”).
3. **AMENDED COMPENSATION.** The amount of compensation, as referenced by Section 4 of the Agreement, shall be amended to change the total compensation the City shall pay the Contractor and the rate or method of payment, as delineated in Exhibit B-2, attached hereto and incorporated by this reference. The Contractor agrees that any hourly or flat rate charged by it for its services contracted for herein shall remain locked at the negotiated rate(s) for the Amended Term. Except as otherwise provided in an attached Exhibit, the Contractor shall be solely responsible for the payment of any taxes imposed by any lawful jurisdiction as a result of the performance and payment of this Agreement. This contract is funded by grant funding from the Administrative Office of the Courts (AOC). The City may amend the services offered or terminate this contract should AOC reduce or terminate funding for the position(s) set forth in Exhibit A-2.
4. **GENERAL PROVISIONS.** All other terms and provisions of the Agreement, together with any prior amendments thereto, not modified by this Amendment, shall remain in full force and effect. Any and all acts done by either Party consistent with the authority of the Agreement, together with any prior amendments thereto, after the previous expiration date and prior to the effective date of this Amendment, are hereby ratified as having been performed under the Agreement, as modified by any prior amendments, as it existed prior to this Amendment. The provisions of Section 13 of the Agreement shall apply to and govern this Amendment. The Parties whose names appear below swear under penalty of perjury that they are authorized to enter into this Amendment, which is binding on the parties of this contract.

[Signature page follows]



CITY HALL
 33325 8th Avenue South
 Federal Way, WA 98003-6321
 (253) 835-7000
www.cityoffederalway.com

EXHIBIT A-2

ADDITIONAL SERVICES

The Contractor shall do or provide the following in addition to Services in previous Exhibits:

The contract includes a combined 2.0 FTEs, 1.6 FTE for peer services for Federal Way and Des Moines and .40 FTE for a community court and resource center coordinator. Due to the request made to Des Moines by the Administrative Office of the Courts Peer Services will now be combined as noted below.

The parties agree that it is essential that peer services be available on the dates and times listed below. Contractor will make every endeavor to provide a substitute peer to appear on the calendars noted below in the event the assigned peer is unavailable. The substitute peer may appear for court via Zoom.

Peer Services (.6 FTE Des Moines and Federal Way combined) as follows:

	Monday	Tuesday	Wednesday	Thursday	Friday
Mornings	Des Moines DUI Court/Federal Way Community Court Screening at SCORE	Des Moines DUI Court/Federal Way Community Court Screening at SCORE	Des Moines DUI Court/Federal Way Community Court Screening at SCORE	Des Moines DUI Court/Federal Way Community Court Screening at SCORE	Des Moines DUI Court/Federal Way Community Court Screening at SCORE
Afternoons		Des Moines DUI Court (Every other Tuesday) Des Moines DUI Peer Services at Des Moines Municipal Court or other venue (Every other Tuesday)			

Peer Services (1.0 FTE Federal Way) as follows:

	Monday	Tuesday	Wednesday	Thursday	Friday
Mornings	Domestic Violence Courtroom 1	Arraignment Courtroom 1	SCORE	Pre-trials Courtroom 1	SCORE
Afternoons	Pre-trials Courtroom 1	Jail Calendar Courtroom 3	Jail Calendar Courtroom 3	Community Court (1st & 3rd Thursdays) Library Jail calendar (2nd and 4th Thursdays)	Jail Calendar Courtroom 3

Community Court and Resource Center Coordinator (Federal Way):

- .40 FTE Coordinator (16 hours per week) would:
 - Act in cooperation with Federal Way Library staff and the Federal Way Court as the coordinator and liaison for the vendors at the Federal Way Library Resource Center. This would include, but not be limited to, inventorying services, identifying gaps in services, recruiting vendors to fill gaps in services, meeting the needs of vendors where possible, and following up with vendors to encourage and assure their presence at the Resource Center. Also, cooperate with and participate in the outreach efforts of the Library and the Court to expand the reach of the Resource Center to the broader community.
 - Attend Community Court and the Resource Center between 12:30 pm and 3:30 pm on the first and third Thursdays of each month, and:
 - Take attendance of vendors present.
 - Verify and report the number of participants who appeared after being scheduled for the Resource Center by the court, including those participants referred to Community Court.
 - Refer participants for peer services as needed.
 - Act as warm handoff to services at Resource Center for community court participants.
 - Answer questions and help participants navigate the Resource Center.
 - Attempt to meet the immediate needs and concerns of vendors.
 - At all other times, coordinate with Federal Way and Des Moines peers for referrals to Community Court, Resource Center, and/or peer services.
 - Assist in providing information and prepare reports as needed and requested, to verify the metrics needed to justify the grant funding.

	Monday	Tuesday	Wednesday	Thursday	Friday
Afternoons	Federal Way Community Court/Resource Center Coordinator	N/A	Federal Way Community Court/Resource Center Coordinator	Federal Way Community Court/Resource Center Coordinator	Federal Way Community Court/Resource Center Coordinator



CITY HALL
33325 8th Avenue South
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EXHIBIT B-2

ADDITIONAL COMPENSATION

1. **Total Compensation:** In return for the Additional Services, the City shall pay the Contractor an additional amount not to exceed One Hundred Sixty-Five Thousand and no/100 Dollars (\$165,000.00). The total amount payable to Contractor pursuant to the original Agreement, all previous Amendments, and this Amendment shall be an amount not to exceed Five Hundred Forty-Seven Thousand Seven Hundred Seventy-Six and no/100 Dollars (\$547,776.00).

2. **Method of Compensation:**

The City shall pay monthly invoices as outlined in Exhibit A of the original Agreement.

RETURN TO: Tiziana Giazzi

EXT: 3016

CITY OF FEDERAL WAY LAW DEPARTMENT ROUTING FORM

1. ORIGINATING DEPT./DIV: Federal Way Municipal Court

2. ORIGINATING STAFF PERSON: Tiziana Giazzi EXT: 3016 3. DATE REQ. BY: _____

4. TYPE OF DOCUMENT (CHECK ONE):

- CONTRACTOR SELECTION DOCUMENT (E.G., RFB, RFP, RFQ)
- PUBLIC WORKS CONTRACT
- PROFESSIONAL SERVICE AGREEMENT
- GOODS AND SERVICE AGREEMENT
- REAL ESTATE DOCUMENT
- ORDINANCE
- CONTRACT AMENDMENT (AG#): 22-025
- OTHER AMENDMENT #A-1
- SMALL OR LIMITED PUBLIC WORKS CONTRACT
- MAINTENANCE AGREEMENT
- HUMAN SERVICES / CDBG
- SECURITY DOCUMENT (E.G. BOND RELATED DOCUMENTS)
- RESOLUTION
- INTERLOCAL

5. PROJECT NAME: SUBSTANCE USE DISORDER PEER RECOVERY SERVICES

6. NAME OF CONTRACTOR: PEER WA
 ADDRESS: 1520 BELLEVUE AVE., STE 100, BELLEVUE, WA 98122 TELEPHONE 206-322-2437
 E-MAIL: josh@peerwa.org FAX: _____
 SIGNATURE NAME: Joshua Wallace TITLE CEO & PRESIDENT

7. EXHIBITS AND ATTACHMENTS: SCOPE, WORK OR SERVICES COMPENSATION INSURANCE REQUIREMENTS/CERTIFICATE ALL OTHER REFERENCED EXHIBITS PROOF OF AUTHORITY TO SIGN REQUIRED LICENSES PRIOR CONTRACT/AMENDMENTS

8. TERM: COMMENCEMENT DATE: 01/02/2024 COMPLETION DATE: 06/30/2024

9. TOTAL COMPENSATION \$ 135,000 + 247,776 = (382,776.00) (INCLUDE EXPENSES AND SALES TAX. IF ANY)
 (IF CALCULATED ON HOURLY LABOR CHARGE - ATTACH SCHEDULES OF EMPLOYEES TITLES AND HOLIDAY RATES)
 REIMBURSABLE EXPENSE: YES NO IF YES, MAXIMUM DOLLAR AMOUNT: \$ _____
 IS SALES TAX OWED YES NO IF YES, \$ _____ PAID BY: CONTRACTOR CITY
 RETAINAGE: RETAINAGE AMOUNT: _____ RETAINAGE AGREEMENT (SEE CONTRACT) OR RETAINAGE BOND PROVIDED

PURCHASING: PLEASE CHARGE TO: 001-1100-022-512-50-490

10. DOCUMENT/CONTRACT REVIEW	INITIAL / DATE REVIEWED	INITIAL / DATE APPROVED
<input checked="" type="checkbox"/> PRESIDING JUDGE	<u>DAL/12-19-23</u>	_____
<input checked="" type="checkbox"/> COURT ADMINISTRATOR	<u>TG/12-20-23</u>	_____
<input type="checkbox"/> RISK MANAGEMENT (IF APPLICABLE)	_____	_____
<input checked="" type="checkbox"/> LAW	<u>KVA 12/28/2023</u>	_____

11. COUNCIL APPROVAL (IF APPLICABLE) COMMITTEE APPROVAL DATE: _____ COUNCIL APPROVAL DATE: _____

12. CONTRACT SIGNATURE ROUTING
 SENT TO VENDOR/CONTRACTOR DATE SENT: _____ DATE REC'D: _____
 ATTACH: SIGNATURE AUTHORITY, INSURANCE CERTIFICATE, LICENSES, EXHIBITS
 CREATE ELECTRONIC REMINDER/NOTIFICATION FOR 1 MONTH PRIOR TO EXPIRATION DATE
 (Include dept. support staff if necessary and feel free to set notification more than a month in advance if council approval is needed.)

LAW DEPARTMENT
 SIGNATORY (MAYOR OR DIRECTOR)
 CITY CLERK
 ASSIGNED AG#

INITIAL / DATE SIGNED
JEL 1/19/24
@ 1/10/2024
 AG# 02-525A

COMMENTS: _____



CITY HALL
33325 8th Avenue South
Federal Way, WA 98003-6325
(253) 835-7000
www.cityoffederalway.com

**AMENDMENT NO. 1
TO
PROFESSIONAL SERVICES AGREEMENT
FOR
PEER RECOVERY SERVICES**

This Amendment (“Amendment No. 1”) is made between the City of Federal Way, a Washington municipal corporation (“City”), and Peer Washington a Washington nonprofit corporation (“Contractor”). The City and Contractor (together “Parties”), for valuable consideration and by mutual consent of the Parties, agree to amend the original Agreement for Peer Recovery Services (“Agreement”) dated effective March 1, 2022 as follows:

1. **AMENDED TERM.** The term of the Agreement, as referenced by Section 1 of the Agreement and any prior amendments thereto, shall be amended and shall continue until the completion of the Services, but in any event no later than June 30, 2024 (“Amended Term”).
2. **AMENDED SERVICES.** The Services, as described in Exhibit A and as referenced by Section 2 of the Agreement, shall be amended to include, in addition to the Services and terms required under the original Agreement and any prior amendments thereto, those additional services described in Exhibit A-1 attached hereto and incorporated by this reference (“Additional Services”).
3. **AMENDED COMPENSATION.** The amount of compensation, as referenced by Section 4 of the Agreement, shall be amended to change the total compensation the City shall pay the Contractor and the rate or method of payment, as delineated in Exhibit B-1, attached hereto and incorporated by this reference. The Contractor agrees that any hourly or flat rate charged by it for its services contracted for herein shall remain locked at the negotiated rate(s) for the Amended Term. Except as otherwise provided in an attached Exhibit, the Contractor shall be solely responsible for the payment of any taxes imposed by any lawful jurisdiction as a result of the performance and payment of this Agreement.
4. **GENERAL PROVISIONS.** All other terms and provisions of the Agreement, together with any prior amendments thereto, not modified by this Amendment, shall remain in full force and effect. Any and all acts done by either Party consistent with the authority of the Agreement, together with any prior amendments thereto, after the previous expiration date and prior to the effective date of this Amendment, are hereby ratified as having been performed under the Agreement, as modified by any prior amendments, as it existed prior to this Amendment. The provisions of Section 13 of the Agreement shall apply to and govern this Amendment. The Parties whose names appear below swear under penalty of perjury that they are authorized to enter into this Amendment, which is binding on the parties of this contract.

[Signature page follows]

EXHIBIT A-1

ADDITIONAL SERVICES

The Contractor shall do or provide the following in addition to Services in previous Exhibits:

The parties agree that it is essential that peer services be available on the calendars listed below in **bold** print. Contractor will provide a substitute peer to appear on the calendars noted below in **bold** in the event the assigned peer is unavailable. The substitute peer may appear for court via Zoom.

Out of court appointments, meetings, and other out of court work should only be scheduled during the times for calendars marked “if available” or “open” is noted.

	Monday	Tuesday	Wednesday	Thursday	Friday
Morning	Domestic Violence Courtroom 1	Arraignments Courtroom 1	Open	Pre-trials Courtroom 1	Open
Afternoon	Pre-trials Courtroom 1	Jail calendar Courtroom 3, if available	Jail calendar Courtroom 3, if available	Community Court 1st & 3rd Thursdays Library Jail calendar 2 nd and 4 th Thursdays Courtroom 1, if available	Jail calendar Courtroom 3, if available

EXHIBIT B-1

ADDITIONAL COMPENSATION

1. Total Compensation: In return for the Additional Services, the City shall pay the Contractor an additional amount not to exceed One Hundred Thirty-Five Thousand and no/100 Dollars (\$135,000.00). The total amount payable to Contractor pursuant to the original Agreement, all previous Amendments, and this Amendment shall be an amount not to exceed Three Hundred Eighty-Two Thousand Seven Hundred Seventy-Six and no/100 Dollars (\$382,776.00).

2. Method of Compensation:

The City shall pay monthly invoices as outlined in Exhibit A of the original Agreement.

Secretary of the Commonwealth Notary

(<https://commonwealth.virginia.gov/>)

[Commonwealth \(//commonwealth.virginia.gov\)](https://commonwealth.virginia.gov/) / [Applications \(//commonwealth.virginia.gov/applications/\)](https://commonwealth.virginia.gov/applications/)
/ [Notary \(//commonwealth.virginia.gov/applications/Notary/\)](https://commonwealth.virginia.gov/applications/Notary/) / [Notary Search](#)

[[Log On \(/Notary/Account/LogOn\)](#)] [[Create Account \(/Notary/Account/Register\)](#)] [[Forgot Password \(/Notary/Account/ResetPassword\)](#)]

Search

***Search for Notary by**

First Name

Last Name

or Notary Id

First Name

Last Name

7871785

Search

Found 2 results.

Current Commission Name	Notary Registration Number	Expiration Date	Status
Alexander Luis Marin	7871785	8/31/2024	Virginia Notary Public
Alexander Luis Marin	7871785	8/31/2024	Virginia eNotary

*Disclaimer:

Please note this information is for verification purposes only and should not be added to any document that has already been notarized, except by the notary public who originally notarized the document.

The Virginia Secretary of the Commonwealth's Notary Public database is provided as a convenience to our customers to research information on notaries public commissioned by our office. Users are advised that the Secretary of the Commonwealth of Virginia or any agency, officer, or employee of the Commonwealth of Virginia does not guarantee the accuracy, reliability, or timeliness of such information, as it is the responsibility of the notary public to inform the Secretary of the Commonwealth of any updated information. While every effort is made to ensure the reliability of this information, portions may be incorrect or not current. Any person or entity that relies on information obtained from this database does so at his own risk. Search results will reflect all current information for commissioned notaries who submitted applications on or after 1/1/2011. A status of "**Virginia Notary Public**" shows our office **has received** verification that the notary has been sworn in by the circuit court. A status of "**Pending Oath**" indicates our office **has not received** verification the notary has been sworn in by the circuit court. In the case of renewals, the commissioned name provided in the search results may be different from the name at the time of a previous commission. Please contact our office by email at notary@governor.virginia.gov

(mailto:notary@governor.virginia.gov?subject=Notary Search Inquiry) if you need additional verification or have questions related to the search results. In the email, you will need to provide the commissioned name of the notary, the notary's registration number, and the expiration date. Email requests will be responded to within 5-7 business days.

SITE RESOURCES

Website Feedback (<https://governor.virginia.gov/email-the-webmaster/>)

Web Privacy Policy ([//commonwealth.virginia.gov/web-policy](https://commonwealth.virginia.gov/web-policy))

Accessibility (<http://www.w3.org/WAI/WCAG1A-Conformance>)

Contact Us ([//commonwealth.virginia.gov/about/contact-us](https://commonwealth.virginia.gov/about/contact-us))

BUSINESS INFORMATION

Business Name:

PEER WASHINGTON

UBI Number:

601 141 348

Business Type:

WA NONPROFIT CORPORATION

Business Status:

ACTIVE

Principal Office Street Address:

1520 BELLEVUE AVE STE 100, SEATTLE, WA, 98122-7602, UNITED STATES

Principal Office Mailing Address:

1520 BELLEVUE AVE STE 100, SEATTLE, WA, 98122-7602, UNITED STATES

Expiration Date:

02/28/2025

Jurisdiction:

UNITED STATES, WASHINGTON

Formation/ Registration Date:

02/18/1986

Period of Duration:

PERPETUAL

Inactive Date:

Nature of Business:

CHARITABLE

Charitable Corporation:



Nonprofit EIN:

91-1327257

Most Recent Gross Revenue is less than \$500,000:



Has Members:



Public Benefit Designation:



Host Home:



REGISTERED AGENT INFORMATION

Registered Agent Name:

JOSHUA WALLACE

Street Address:

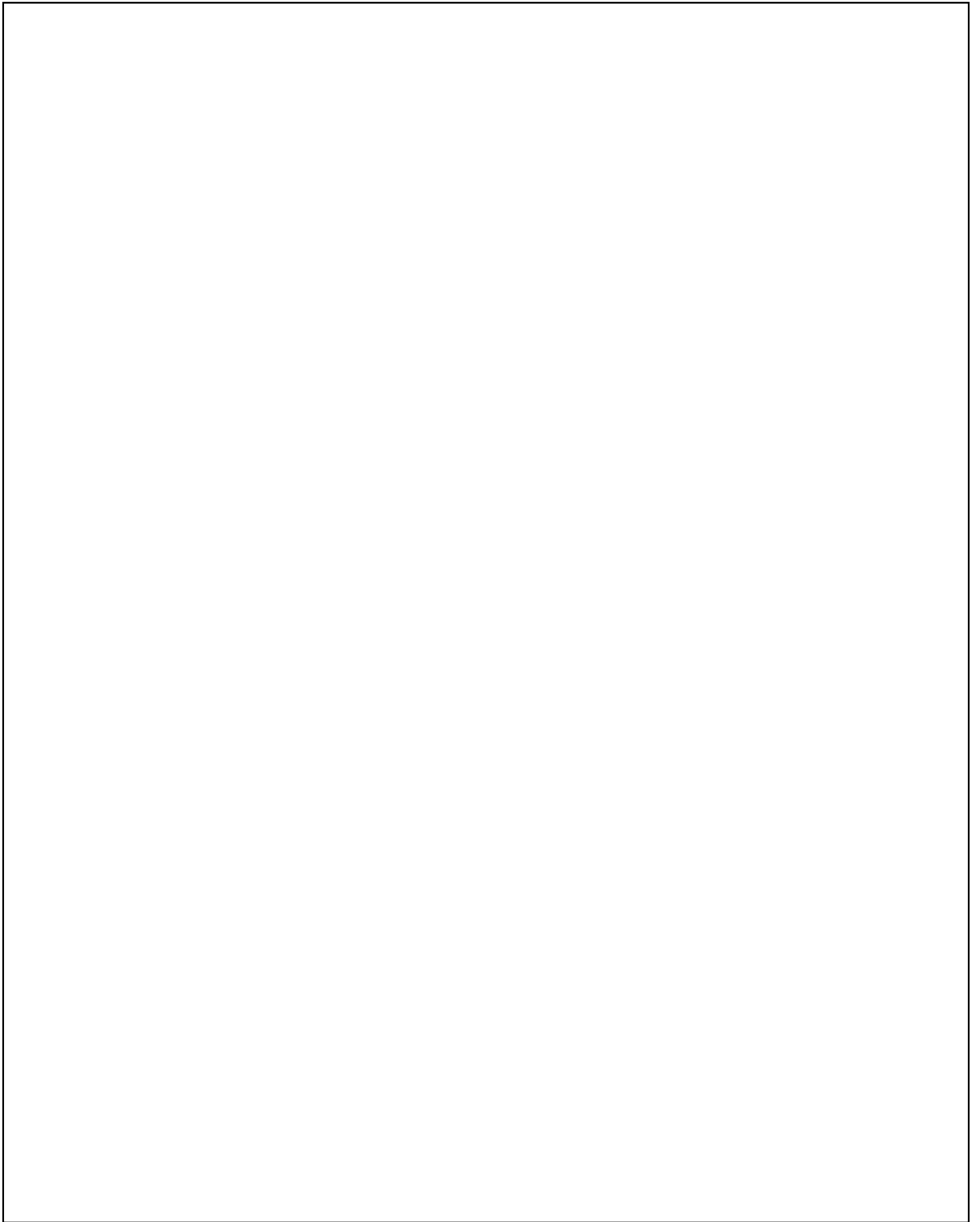
1520 BELLEVUE AVE STE 100, SEATTLE, WA, 98122-7602, UNITED STATES

Mailing Address:

1520 BELLEVUE AVE STE 100, SEATTLE, WA, 98122-7602, UNITED STATES

GOVERNORS

Title	Governors Type	Entity Name	First Name	Last Name
GOVERNOR	INDIVIDUAL		MARK	VEIGL
GOVERNOR	INDIVIDUAL		CAROL	BURTON
GOVERNOR	INDIVIDUAL		JASON	HOUSTON
GOVERNOR	INDIVIDUAL		JON	SMILEY



A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: Creating a Public Safety Levy Fund

FOR AGENDA OF: September 26, 2024

ATTACHMENTS:

- 1. Draft Ordinance No. 24-077

DEPT. OF ORIGIN: Finance

DATE SUBMITTED: September 18, 2024

CLEARANCES:

- City Clerk _____
- Community Development _____
- Courts _____
- Director of Marina Redevelopment _____
- Emergency Management _____
- Finance *MH* _____
- Human Resources _____
- Legal */s/ MH* _____
- Marina _____
- Police _____
- Parks, Recreation & Senior Services _____
- Public Works _____

APPROVED BY CITY MANAGER

FOR SUBMITTAL: *[Signature]* _____

Purpose and Recommendation

The proposed ordinance provides authorization to establish a new special revenue fund entitled “Public Safety Levy Fund”. This fund will account for revenue and expenditures related to funds received from the Public Safety Property Tax Levy Lid Lift should the ballot measure pass in November.

Suggested Motion

Motion: “I move to adopt Draft Ordinance No. 24-077 establishing a Special Revenue Fund in chapter 3.51 DMMC entitled Public Safety Revenue Fund.”

Background

The City has placed a ballot measure for a property tax levy lid lift on the ballot for the November 5th General Election. The stated intent of the Council in the budget measure is to provide funds to support the public safety functions of the City and to ensure that these functions remain funded in the face of budget pressures that are facing Des Moines and other governments statewide.

Title 3 DMMC provides the legal definition of “funds” used for budgeting and reporting City financial activity and authorizes the creation of new funds as needed to account for specific funding sources and/or activities. Title 3 DMMC currently has separate chapters for certain categories of funds (e.g. “Special Revenue Fund” DMMC 3.51)

Discussion

Should the ballot measure be successful, the levy lid lift will result in additional revenues that the Council intends to dedicate to public safety. Creating this separate fund will make it easier to account for these transactions and provide transparency to the community, ensuring that the funds are used in the manner for which they were intended.

Should the ballot measure fail, the City would not need to use this fund.

Alternatives

The Council may:

1. Enact the Draft Ordinance as presented
2. Enact the Draft Ordinance with changes
3. Decline to enact the Draft Ordinance

Financial Impact

Creating the fund will have negligible cost, but it will provide increased clarity and transparency on the use of levy lid lift proceeds.

Recommendation

Staff recommends that the Council enact Draft Ordinance 24-077 as presented.

CITY ATTORNEY'S FIRST DRAFT 09/18/2024

DRAFT ORDINANCE NO. 24-077

AN ORDINANCE OF THE CITY OF DES MOINES, WASHINGTON relating to municipal finance, adding and codifying a new section in chapter 3.51 DMMC establishing a special revenue fund entitled "Public Safety Levy Fund."

WHEREAS, generally accepted accounting principles define what activities are accounted for in enterprise funds; and

WHEREAS, the City Council authorizes the creation, changes and deletions of funds; and

WHEREAS, from time to time new funds are necessary to track new activities; and

WHEREAS, there is a need to create a new special revenue fund entitled "Public Safety Levy Fund"; and

WHEREAS, the City Council finds that the amendments contained in this Ordinance are appropriate and necessary for the preservation of the public health and welfare; now therefore,

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

Sec. 1. A new section is added to Chapter 3.51 DMMC to read as follows:

3.51.103 Public Safety Levy Fund

- (1) There is created a "Public Safety Levy Fund."
- (2) The purpose of the fund is for the accounting of funds generated by the 2024 Public Safety Levy Lid Lift.
- (3) Revenue received is restricted for the use of funding expenditures related to Public Safety.

Sec. 2. Ratification, confirmation, and approval. All acts undertaken prior to the effective date of this Ordinance that are consistent with the intent and purpose of same are hereby ratified, confirmed, and approved.

Ordinance No. ____
Page 2 of 2

Sec. 3. Severability - Construction.

(1) If a section, subsection, paragraph, sentence, clause, or phrase of this Ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

(2) If the provisions of this Ordinance are found to be inconsistent with other provisions of the Des Moines Municipal Code, this Ordinance is deemed to control.

Sec. 4. Effective date. This Ordinance shall take effect and be in full force five (5) days after its final passage by the Des Moines City Council in accordance to law.

PASSED BY the City Council of the City of Des Moines this ____ day of _____, 2024 and signed in authentication thereof this ____ day of _____, 2024.

M A Y O R

APPROVED AS TO FORM:

City Attorney

ATTEST:

City Clerk

Published: _____

A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: Contract with EHM Washington, LLC to provide electronic monitoring services to indigent defendants.

FOR AGENDA OF: September 26, 2024

DEPT. OF ORIGIN: Judicial Branch

DATE SUBMITTED: September 17, 2024

ATTACHMENTS:

- 1. Goods and Services Contract between EHM Washington, LLC and the City of Des Moines

CLEARANCES:

- City Clerk _____
- Communications _____
- Community Development _____
- Courts *M. Patrick*
- Emergency Management _____
- Finance *MH*
- Human Resources _____
- Legal */s/ MH*
- Marina _____
- Police _____
- Parks, Recreation & Senior Services _____
- Public Works _____

APPROVED BY CITY MANAGER

FOR SUBMITTAL: 

Purpose and Recommendation

The purpose of this agenda item is to request the Council’s approval of the Goods and Services Contract between EHM Washington, LLC and the City of Des Moines to provide electronic monitoring of indigent defendants.

Suggested Motion

Motion: “I move to approve the Goods and Services contract between EHM Washington LLC and the City of Des Moines for electronic monitoring services for indigent defendants and further authorize the City Manager to sign the agreement substantially in the form as submitted.”

Background

Electronic monitoring is an alternative to total confinement in jail. Monitoring may include confinement to an individual's residence, alcohol monitoring, and/or GPS monitoring (determining or identifying the offender's presence or absence at a particular location). Pursuant to state law, GPS monitoring may be imposed in various circumstances, including, but not limited to: at the time of entering a domestic violence no contact order; and, as a penalty for violation of certain domestic violence no contact orders. *See* RCW 10.99.040 (duties of court – domestic violence no-contact orders). Moreover, in 2020 the Tiffany Hill Act was signed enabling victim notification through electronic monitoring of defendants. Additionally, state law mandates that the Court impose, as a pretrial condition of release, alcohol monitoring and/or an ignition interlock device where a defendant is charged with a second (or subsequent) DUI offense. RCW 10.21.055.

Discussion

Electronic monitoring is used by the Court as a sanction that is more punitive than traditional probation, but less harsh than incarceration. The punitive element involves rigorously enforced compliance with conditions set by the Court and monitored by probation. The intent is to enhance compliance while allowing offenders to remain out of custody to focus on pro-social activities such as seeking or maintaining employment, engaging in substance use disorder or mental health evaluation and treatment, or pursuing educational opportunities.

Electronic monitoring can be employed at various stages of the criminal justice system, from pretrial through post-conviction probation. Electronic monitoring allows the Court to monitor and verify offenders' compliance and whereabouts, increasing the likelihood that noncompliance is detected quickly and sanctions swiftly applied. In addition to providing the Court with an intermediate sanction for noncompliance, electronic monitoring also results in reduced jail costs, decreased jail population, and reduced rates of recidivism.

Alternatives

The council could decline to enter a contract for services for electronic monitoring with EHM Washington LLC and seek out other electronic monitoring providers to provide services as required by statute and as a jail alternative. (Not recommended)

Financial Impact

The city spent approximately \$108,000 on electronic monitoring of indigent defendants in 2023. The average cost of electronic monitoring is \$18.50 per day whereas the cost of total confinement at SCORE Jail is \$174 per day. This represents a savings to the City of \$155.50 per day, per defendant.

Recommendation

Staff recommends that the Council approve the Goods and Services Contract between EHM Washington LLC and the City of Des Moines.



GOODS & SERVICES CONTRACT between the City of Des Moines and EHM WASHINGTON LLC

THIS CONTRACT is made by and between the City of Des Moines, a Washington municipal corporation (hereinafter the "City"), and EHM Washington LLC, organized under the laws of the State of Washington, located and doing business at 622 Tacoma Ave S Tacoma, Suite 6, WA 98402, 253-328-7345, Anthony Skaats (hereinafter the "Vendor").

CONTRACT

I DESCRIPTION OF WORK.

Vendor shall provide the following goods and materials and/or perform the following services for the City:

The Vendor will provide electronic monitoring services to our indigent defendants including continuous alcohol monitoring (SCRAM); electronic home detention; electronic home detention with alcohol monitoring (SCRAMx); GPS monitoring; and victim notification services as ordered by Des Moines Municipal Court. Services will be billed at the following rates: SCRAM \$17.00/day; EHD \$17.50/day; SCRAMx \$19.00/day; GPS \$17.00/day; Victim Notification \$13/day and Remote Breath \$9.00/day. Vendor will also provide onsite services, including but not limited to unit installation, calibration and removal at Des Moines Municipal Court, 21630 11th Ave S Ste C Des Moines, WA 98198, on mutually agreed upon dates and times with the city/court at no additional cost. Vendor further agrees to Provide proof of client installation, termination and/or removal on same business day and any violation reports within 24 hours of alleged violation.

Vendor acknowledges and understands that it is not the City's exclusive provider of these goods, materials, or services and that the City maintains its unqualified right to obtain these goods, materials, and services through other sources.

II TIME OF COMPLETION. Upon the effective date of this Contract, Vendor shall complete the work and provide all goods, materials, and services through December 31, 2027.

III. COMPENSATION. The City shall pay the Vendor an amount not to exceed \$90,000 per year, including applicable Washington State Sales Tax, for the goods, materials, and services contemplated in this Contract. The City shall pay the Vendor the following amounts according to the following schedule:

GOODS & SERVICES CONTRACT
(Includes WSST)

Vendor shall submit monthly invoices by the 15th day of the month for services rendered in the previous month. Vendor will be paid no later than the 30th of each month for the previous month's invoices. The city may either remit payment through credit card or check for services rendered.

If the City objects to all or any portion of an invoice, it shall notify Vendor and reserves the option to only pay that portion of the invoice not in dispute. In that event, the parties will immediately make every effort to settle the disputed portion.

- A.** Defective or Unauthorized Work. The City reserves its right to withhold payment from Vendor for any defective or unauthorized goods, materials or services. If Vendor is unable, for any reason, to complete any part of this Contract, the City may obtain the goods, materials or services from other sources, and Vendor shall be liable to the City for any additional costs incurred by the City. "Additional costs" shall mean all reasonable costs, including legal costs and attorney fees, incurred by the City beyond the maximum Contract price specified above. The City further reserves its right to deduct these additional costs incurred to complete this Contract with other sources, from any and all amounts due or to become due the Vendor.
- B.** Final Payment: Waiver of Claims. VENDOR'S ACCEPTANCE OF FINAL PAYMENT SHALL CONSTITUTE A WAIVER OF CLAIMS, EXCEPT THOSE PREVIOUSLY AND PROPERLY MADE AND IDENTIFIED BY VENDOR AS UNSETTLED AT THE TIME REQUEST FOR FINAL PAYMENT IS MADE.

IV. INDEPENDENT CONTRACTOR. The parties intend that an Independent Contractor-Employer Relationship will be created by this Contract and that the Vendor has the ability to control and direct the performance and details of its work; however, the City shall have authority to ensure that the terms of the Contract are performed in the appropriate manner.

V. TERMINATION. Either party may terminate this Contract, with or without cause, upon providing the other party thirty (30) days written notice at its address set forth on the signature block of this Contract.

VI. CHANGES. The City may issue a written amendment for any change in the goods, materials or services to be provided during the performance of this Contract. If the Vendor determines, for any reason, that an amendment is necessary, Vendor must submit a written amendment request to the person listed in the notice provision section of this Contract, section XVI(C), within fourteen (14) calendar days of the date Vendor knew or should have known of the facts and events giving rise to the requested change. If the City determines that the change increases or decreases the Vendor's costs or time for performance, the City will make an equitable adjustment. The City will attempt, in good faith, to reach agreement with the Vendor on all equitable adjustments. However, if the parties are unable to agree, the City will determine the equitable adjustment as it deems appropriate. The Vendor shall proceed with the amended work upon receiving either a written amendment from the City or an oral order from the City before actually receiving the written amendment. If the Vendor fails to require an amendment within the time allowed, the Vendor waives its right to make any claim or submit subsequent amendment requests for that portion of the contract work. If the Vendor disagrees with the equitable adjustment, the Vendor must complete the amended work; however, the Vendor may elect to protest the adjustment as provided in subsections A through E of Section VIII, Claims, below.

The Vendor accepts all requirements of an amendment by: (1) endorsing it, (2) writing a separate acceptance, or (3) not protesting in the way this section provides. An amendment that is accepted by Vendor as provided in this section shall constitute full payment and final settlement of all claims for contract time and for direct, indirect and consequential costs, including costs of delays related to any work, either covered or affected by the change.

VII. CLAIMS. If the Vendor disagrees with anything required by an amendment, another written order, or an oral order from the City, including any direction, instruction, interpretation, or determination by the City, the Vendor may file a claim as provided in this section. The Vendor shall give written notice to the City of all claims within fourteen (14) calendar days of the occurrence of the events giving rise to the claims, or within fourteen (14) calendar days of the date the Vendor knew or should have known of the facts or events giving rise to the claim, whichever occurs first. Any claim for damages, additional payment for any reason, or extension of time, whether under this Contract or otherwise, shall be conclusively deemed to have been waived by the Vendor unless a timely written claim is made in strict accordance with the applicable provisions of this Contract.

At a minimum, a Vendor's written claim shall include the information set forth in subsections A, items 1 through 5 below.

FAILURE TO PROVIDE A COMPLETE, WRITTEN NOTIFICATION OF CLAIM WITHIN THE TIME ALLOWED SHALL BE AN ABSOLUTE WAIVER OF ANY CLAIMS ARISING IN ANY WAY FROM THE FACTS OR EVENTS SURROUNDING THAT CLAIM OR CAUSED BY THAT DELAY.

A. Notice of Claim. Provide a signed written notice of claim that provides the following information:

1. The date of the Vendor's claim;
2. The nature and circumstances that caused the claim;
3. The provisions in this Contract that support the claim;
4. The estimated dollar cost, if any, of the claimed work and how that estimate was determined; and
5. An analysis of the progress schedule showing the schedule change or disruption if the Vendor is asserting a schedule change or disruption.

B. Records. The Vendor shall keep complete records of extra costs and time incurred as a result of the asserted events giving rise to the claim. The City shall have access to any of the Vendor's records needed for evaluating the protest. The City will evaluate all claims, provided the procedures in this section are followed. If the City determines that a claim is valid, the City will adjust payment for work or time by an equitable adjustment. No adjustment will be made for an invalid protest.

C. Vendor's Duty to Complete Protested Work. In spite of any claim, the Vendor shall proceed promptly to provide the goods, materials and services required by the City under this Contract.

D. Failure to Protest Constitutes Waiver. By not protesting as this section provides, the Vendor also waives any additional entitlement and accepts from the City any written or oral order (including directions, instructions, interpretations, and determination).

E. Failure to Follow Procedures Constitutes Waiver. By failing to follow the procedures of this section, the Vendor completely waives any claims for protested work and accepts from the City any written or oral order (including directions, instructions, interpretations, and determination).

VIII. LIMITATION OF ACTIONS. VENDOR MUST, IN ANY EVENT, FILE ANY LAWSUIT ARISING FROM OR CONNECTED WITH THIS CONTRACT WITHIN 120 CALENDAR DAYS FROM THE DATE THE CONTRACT WORK IS COMPLETE OR VENDOR'S ABILITY TO FILE THAT SUIT SHALL BE FOREVER BARRED. THIS SECTION FURTHER LIMITS ANY APPLICABLE STATUTORY LIMITATIONS PERIOD.

IX. WARRANTY. This Contract is subject to all warranty provisions established under the Uniform Commercial Code, Title 62A, Revised Code of Washington. Vendor warrants goods are merchantable, are fit for the particular purpose for which they were obtained, and will perform in accordance with their specifications and Vendor's representations to City. The Vendor shall correct all defects in workmanship and materials within one (1) year from the date of the City's acceptance of the Contract work. In the event any part of the goods are repaired, only original replacement parts shall be used—rebuilt or used parts will not be acceptable. When defects are corrected, the warranty for that portion of the work shall extend for one (1) year from the date such correction is completed and accepted by the City. The Vendor shall begin to correct any defects within seven (7) calendar days of its receipt of notice from the City of the

defect. If the Vendor does not accomplish the corrections within a reasonable time as determined by the City, the City may complete the corrections and the Vendor shall pay all costs incurred by the City in order to accomplish the correction.

X. DISCRIMINATION. In the hiring of employees for the performance of work under this Contract or any sub-contract, the Vendor, its sub-contractors, or any person acting on behalf of the Vendor or sub-contractor shall not, by reason of race, religion, color, sex, age, sexual orientation, national origin, or the presence of any sensory, mental, or physical disability, discriminate against any person who is qualified and available to perform the work to which the employment relates.

XI. INDEMNIFICATION. The Contractor shall defend, indemnify and hold the Public Entity, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with the performance of this Agreement, except for injuries and damages caused by the sole negligence of the Public Entity.

However, should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Contractor and the Public Entity, its officers, officials, employees, and volunteers, the Contractor's liability hereunder shall be only to the extent of the Contractor's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Contractor's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

XII. INSURANCE. The Contractor shall procure and maintain insurance, as required in this Section, without interruption from commencement of the Contractor's work through the term of the Contract and for thirty (30) days after the Physical Completion date, unless otherwise indicated herein. Vendor shall obtain insurance of the type described below:

No Limitation. Vendor's maintenance of insurance, its scope of coverage and limits as required herein shall not be construed to limit the liability of the Contractor to the coverage provided by such insurance, or otherwise limit the Public Entity's recourse to any remedy available at law or in equity.

A. Minimum Scope of Insurance

Vendor's required insurance shall be of the types and coverage as stated below:

1. Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be at least as broad as Insurance Services Office (ISO) form CA 00 01.
2. Commercial General Liability insurance shall be at least as broad as ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations,

independent contractors, products-completed operations, stop gap liability, personal injury and advertising injury, and liability assumed under an insured contract. The Commercial General Liability insurance shall be endorsed to provide a per project general aggregate limit using ISO form CG 25 03 05 09 or an endorsement providing at least as broad coverage. There shall be no exclusion for liability arising from explosion, collapse or underground property damage. The Public Entity shall be named as an additional insured under the Contractor's Commercial General Liability insurance policy with respect to the work performed for the Public Entity using ISO Additional Insured endorsement CG 20 10 10 01 and Additional Insured-Completed Operations endorsement CG 20 37 10 01 or substitute endorsements providing at least as broad coverage.

3. Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.

B. Minimum Amounts of Insurance

Vendor shall maintain the following insurance limits on company owned/operated vehicles:

1. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of \$300,000 per accident.
2. Commercial General Liability insurance shall be written with limits no less than \$2,000,000 each occurrence, \$2,000,000 general aggregate and \$2,000,000 products-completed operations aggregate limit.

C. City Full Availability of Vendor Limits. If the Contractor maintains higher insurance limits than the minimums shown above, the Public Entity shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Contractor, irrespective of whether such limits maintained by the Contractor are greater than those required by this Contract or whether any certificate of insurance furnished to the Public Entity evidences limits of liability lower than those maintained by the Contractor.

D. Other Insurance Provisions. The Vendor's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the Public Entity. Any insurance, self-insurance, or self-insured pool coverage maintained by the Public Entity shall be excess of the Contractor's insurance and shall not contribute with it.

E. Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best rating of not less than A:VII.

F. Verification of Coverage

Vendor shall furnish the Public Entity with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsements, evidencing the insurance requirements of the Contractor

before commencement of the work. Upon request by the Public Entity, the Contractor shall furnish certified copies of all required insurance policies, including endorsements, required in this Contract and evidence of all subcontractors' coverage.

G. Subcontractors' Insurance

The Contractor shall cause each and every Subcontractor to provide insurance coverage that complies with all applicable requirements of the Contractor-provided insurance as set forth herein, except the Contractor shall have sole responsibility for determining the limits of coverage required to be obtained by Subcontractors. The Contractor shall ensure that the Public Entity is an additional insured on each and every Subcontractor's Commercial General liability insurance policy using an endorsement as least as broad as ISO CG 20 10 10 01 for ongoing operations and CG 20 37 10 01 for completed operations.

H. Notice of Cancellation. The Vendor shall provide the city with written notice of any policy cancellation, within two business days of their receipt of such notice.

I. Failure to Maintain Insurance. Failure on the part of the Vendor to maintain the insurance as required shall constitute a material breach of contract, upon which the Public Entity may, after giving five business days notice to the Contractor to correct the breach, immediately terminate the Contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the Public Entity on demand, or at the sole discretion of the Public Entity, offset against funds due the Contractor from the Public Entity.

XIII. WORK PERFORMED AT VENDOR'S RISK. Vendor shall take all necessary precautions and shall be responsible for the safety of its employees, agents, and subcontractors in the performance of the contract work and shall utilize all protection necessary for that purpose. All work shall be done at Vendor's own risk, and Vendor shall be responsible for any loss of or damage to materials, tools, or other articles used or held for use in connection with the work.

XIV. CITY'S RIGHT OF INSPECTION. Even though Consultant is an independent contractor with the authority to control and direct the performance and details of the work authorized under this Contract, the work must meet the approval of the City and shall be subject to the City's general right of inspection to secure satisfactory completion.

XV. MISCELLANEOUS PROVISIONS.

A. Non-Waiver of Breach. The failure of the City to insist upon strict performance of any of the covenants and agreements contained in this Contract, or to exercise any option conferred by this Contract in one or more instances shall not be construed to be a waiver or relinquishment of those covenants, agreements or options, and the same shall be and remain in full force and effect.

B. Resolution of Disputes and Governing Law. This Contract shall be governed by and

construed in accordance with the laws of the State of Washington, If the parties are unable to settle any dispute, difference or claim arising from the parties' performance of this Contract, then the following shall be the means for resolving the dispute:

1. **Alternative Dispute Resolution.** If a dispute arises from or relates to this Contract or the breach thereof and if the dispute cannot be resolved through direct discussions, the parties agree to endeavor first to settle the dispute in an amicable manner by mediation administered by a mediator under JAMS Alternative Dispute Resolution service rules or policies before resorting to arbitration. The mediator may be selected by agreement of the parties or through JAMS. Following mediation, or upon written Contract of the parties to waive mediation, any unresolved controversy or claim arising from or relating to this Contract or breach thereof shall be settled through arbitration which shall be conducted under JAMS rules or policies. The arbitrator may be selected by agreement of the parties or through JAMS. All fees and expenses for mediation or arbitration shall be borne by the parties equally. However, each party shall bear the expense of its own counsel, experts, witnesses, and preparation and presentation of evidence.

2. **Applicable Law and Jurisdiction.** This Contract shall be governed by the laws of the State of Washington. Although the agreed to and designated primary dispute resolution method as set forth above, in the event any claim, dispute or action arising from or relating to this Contract cannot be submitted to arbitration, then it shall be commenced exclusively in the King County Superior Court or the United States District Court, Western District of Washington as appropriate. In any claim or lawsuit for damages arising from the parties' performance of this Agreement, each party shall pay all its legal costs and attorney's fees incurred in defending or bringing such claim or lawsuit, in addition to any other recovery or award provided by law; provided, however, nothing in this paragraph shall be construed to limit the City's right to indemnification under Section XII of this Contract.

C. **Written Notice.** All communications regarding this Contract shall be sent to the parties at the addresses listed on the signature page of the Contract, unless notified to the contrary. Any written notice hereunder shall become effective three (3) business days after the date of mailing by registered or certified mail, and shall be deemed sufficiently given if sent to the addressee at the address stated in this Contract or such other address as may be hereafter specified in writing.

D. **Assignment.** Any assignment of this Contract by either party without the written consent of the non-assigning party shall be void. If the non-assigning party gives its consent to any assignment, the terms of this Contract shall continue in full force and effect and no further assignment shall be made without additional written consent.

E. **Modification.** No waiver, alteration, or modification of any of the provisions of this Contract shall be binding unless in writing and signed by a duly authorized representative of the

City and Vendor.

F. Entire Contract. The written provisions and terms of this Contract, together with any Exhibits attached hereto, shall supersede all prior verbal statements of any officer or other representative of the City, and such statements shall not be effective or be construed as entering into or forming a part of or altering in any manner this Contract. All of the above documents are hereby made a part of this Contract. However, should any language in any of the Exhibits to this Contract conflict with any language contained in this Contract, the terms of this Contract shall prevail.

G. Compliance with Laws. The Vendor agrees to comply with all federal, state, and municipal laws, rules, and regulations that are now effective or in the future become applicable to Vendor's business, equipment, and personnel engaged in operations covered by this Contract or accruing out of the performance of those operations.

H. Business License. Contractor shall comply with the provisions of Title 5 Chapter 5.04 of the Des Moines Municipal Code.

I. Counterparts. This Contract may be executed in any number of counterparts, each of which shall constitute an original, and all of which will together constitute this one Contract.

J. Records Retention and Audit. During the progress of the Work and for a period not less than three (3) years from the date of completion of the Work or for the retention period required by law, whichever is greater, records and accounts pertaining to the Work and accounting therefore are to be kept available by the Parties for inspection and audit by representatives of the Parties and copies of all records, accounts, documents, or other data pertaining to the Work shall be furnished upon request. Records and accounts shall be maintained in accordance with applicable state law and regulations.

IN WITNESS, the parties below execute this Contract, which shall become effective on the last date entered below.

VENDOR:	CITY OF DES MOINES:
By: _____ <i>(signature)</i>	By: _____ <i>(signature)</i>
Print Name: _____	Print Name: <u>Tim George</u>
Its _____ <i>(Title)</i>	Its <u>Interim City Manager</u> <i>(Title)</i>
DATE: _____	DATE: _____
	Approved as to form: _____ City Attorney DATE: _____

<p>NOTICES TO BE SENT TO:</p> <p>VENDOR:</p> <p>Anthony Skaats EHM Washington LLC. 622 Tacoma Ave S Suite 6 Tacoma, WA 98402 253-328-7345 (telephone) 253-300-3200 (facsimile)</p>	<p>NOTICES TO BE SENT TO:</p> <p>CITY OF DES MOINES:</p> <p>Melissa Patrick City of Des Moines 21630 11th Avenue S., Suite C Des Moines, WA 98198 206-878-4597 (telephone) 206-870-4387 (facsimile)</p>

A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: Lodging Tax Advisory Committee
Appointment

FOR AGENDA OF: September 26, 2024

DEPT. OF ORIGIN: Admin

DATE SUBMITTED: September 18, 2024

ATTACHMENTS:

- 1. Application

CLEARANCES:

- City Clerk _____
- Community Development _____
- Courts _____
- Emergency Management _____
- Finance _____
- Human Resources _____
- Legal /s/ MH
- Marina _____
- Police _____
- Parks, Recreation & Senior Services _____
- Public Works _____

APPROVED BY CITY MANAGER

FOR SUBMITTAL: 

Purpose and Recommendation

The purpose of this agenda item is to recommend City Council approval of the Mayor’s appointment of Mackenzie Meyers to the Lodging Tax Advisory Committee.

Suggested Motion

Motion 1: “I move to confirm the Mayoral appointment of Mackenzie Meyers to the Lodging Tax Advisory Committee effective immediately.”

Background

The City of Des Moines adopted Ordinance No. 1319 in March of 2003 for the purpose of establishing a Lodging Tax Advisory Committee. The Committee consists of at least five members and is required for the collection/expenditure of Des Moines’ share of Hotel/Motel Tax. The tax must be used for expenses related to tourism promotion and for the acquisition and/or operation of tourism related facilities.

Discussion

The committee consists of two members who are representatives of businesses required to collect tax under RCW 67.28.180, two members who are persons involved in activities authorized to be funded by revenue received under RCW 67.28.180 and one member who shall be a member of the City Council and who shall serve as Chair of the committee. This agenda requests Council approval of the appointment of Mackenzie Meyers to fill a vacant position. Through her work in the community and her ownership of the Quarterdeck, Ms. Meyers falls under the category of an individual who is involved in activities authorized to be funded by lodging tax revenue.

Alternatives

None provided.

Recommendation

Des Moines Administration recommends confirming the Mayoral appointment of Mackenzie Meyers to the Lodging Tax Advisory Committee.



CITY OF DES MOINES
APPLICATION FOR LODGING TAX ADVISORY COMMITTEE
21630 11th Avenue South
Des Moines, WA 98198

NAME: Mackenzie Meyers
ADDRESS: 1014 S 223rd st
CITY, ZIP: Des Moines, WA 98198
Contact Information - PHONE: Home 253-880-4045 Work _____
Cell _____ Fax _____ E-Mail quarterdeckmm@gmail.com

EMPLOYMENT/VOLUNTEER SUMMARY LAST FIVE YEARS:

Quarterdeck Manager 3.5years , Quarterdeck Owner the last 1.5years
Citizens Advisory board for City of Des Moines WA 1.5years

Are you related to anyone presently employed by the City or a member of a City Board? _____
If yes, explain: No

Do you currently have an owning interest in either real property (other than your primary residence) or a business in the Des Moines? No If so, please describe: _____

IN ORDER FOR THE APPOINTING AUTHORITY TO FULLY EVALUATE YOUR QUALIFICATIONS FOR THIS POSITION, PLEASE ANSWER THE FOLLOWING QUESTIONS USING A SEPARATE PAPER IF NECESSARY.

1. Specify the group you represent:
- Local Lodging Industry
 - Business/Organization Providing Programs & Services to Promote Tourism in Des Moines

Provide Details of this Representation: As owner of Quarterdeck at the Des Moines we provide music for people
~~All around to come listen, we host large Oktoberfest for people to enjoy. During Christmas we do a tree lighting and small festival.~~
~~During the fourth of July we provide an open space and music for people to come watch the fireworks and drones at the marina!~~

2. What problems, programs or improvements are you most interested in? I am interested in the marina stairs
Project and the growth of the marina and the overall city of Des Moines! I am excited to have people come visit and enhance the
Because area of Des Moines WA!

3. Please list any Des Moines elective/appointive offices you have run/applied for previously.

p:\users\denis:Ad-Hoc Committee.doc

AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: Draft Resolution No. 24-080 opposing Initiative Measure No. 2117 concerning carbon tax credit trading

FOR AGENDA OF: September 26, 2024

DEPT. OF ORIGIN: Administration

DATE SUBMITTED: September 18, 2024

ATTACHMENTS:

- 1. Draft Resolution No. 24-080

CLEARANCES:

- City Clerk _____
- Communications _____
- Community Development _____
- Courts _____
- Emergency Management _____
- Finance _____
- Human Resources _____
- Legal /s/ MH
- Marina _____
- Police _____
- Parks, Recreation & Senior Services _____
- Public Works _____

APPROVED BY CITY MANAGER

FOR SUBMITTAL:  _____

Purpose:

The purpose of this agenda item is to consider Draft Resolution No. 24-080 expressing the City Council’s opposition to ballot initiative measure 2117 concerning carbon tax credit trading.

Suggested Motion

MOTION: “I move to adopt Draft Resolution No. 24-080 in opposition to ballot initiative measure 2117 concerning carbon tax credit trading on the November 5, 2024 general election ballot.”

Background

Washington State ballot initiative 2117 will appear on the November 5, 2024 ballot. If the voters pass the measure, the effect would be to repeal the 2021 Climate Commitment Act and to prohibit state agencies from implementing any “cap and trade” or “cap and tax” programs designed to limit greenhouse gas emissions in the state. The Washington Department of Ecology describes the CCA as follows:

The Climate Commitment Act (CCA) caps and reduces greenhouse gas emissions from Washington’s largest emitting sources and industries, allowing businesses to find the most efficient path to lower carbon emissions. This powerful program works alongside other critical climate policies to help Washington achieve its commitment to reducing greenhouse gas emissions by 95% by 2050.

A local government legislative body may vote on a motion or resolution to express support or opposition to a ballot proposition if the following procedural steps are first taken:

- The notice for the meeting must include the title and number of the ballot proposition, and
- Members of the legislative body or members of the public must be allowed an approximately equal opportunity to express an opposing view.

Discussion

Des Moines’ location on Puget Sound and adjacent to a major international airport makes the City particularly sensitive to climate change and other forms of environmental pollution. Projects funded by the Climate Commitment Act now or in the future are vital to protecting the future of Des Moines and its citizens. This would result in the loss of billions of dollars from greenhouse gas producers to fund projects such as:

- forest protection and wildfire mitigation
- transportation projects
- electrification infrastructure
- sustainable aircraft fuel
- salmon recovery
- tribal investments
- sea level mitigation
- pollution mitigation

Repealing the CCA and eliminating “cap and trade” or “cap and tax” programs would also remove a valuable tool for the state to reduce emissions contributing to climate change.

Alternatives

The Council may:

1. Adopt the Draft Resolution as presented
2. Pass the Draft Resolution with changes
3. Decline to pass

Financial Impact

If the CCA is repealed, the City may lose future funding opportunities that would be available via grants from the State for projects that qualify under the Act.

CITY ATTORNEY'S FIRST DRAFT 9/18/2024

DRAFT RESOLUTION NO. 24-080

A RESOLUTION OF THE COUNCIL OF THE CITY OF DES MOINES, WASHINGTON, opposing Initiative Measure No. 2117, concerning carbon tax credit trading.

WHEREAS, Washington State has placed a ballot measure before the voters with the official ballot measure title of "Initiative Measure No. 2117 concerns carbon tax credit trading", and

WHEREAS, Initiative Measure No. 2117 will be on the November 5, 2024, Washington General Election ballot, and

WHEREAS, Initiative Measure No. 2117 would prohibit state agencies from imposing any type of carbon tax credit trading, including "cap and trade" or "cap and tax" programs, regardless of whether the resulting increased costs are imposed on fuel recipients or fuel suppliers. It would repeal sections of the 2021 Washington Climate Commitment Act as amended, including repealing the creation and modification of a "cap and invest" program to reduce greenhouse gas emissions by specific entities, and

WHEREAS, the Climate Commitment Act has already advanced efforts to protect our air and water and has generated billions for forest protection and wildfire mitigation, transportation projects, electrification infrastructure, salmon recovery, tribal investments, and more, and

WHEREAS, Des Moines is a waterfront community that is near major air, sea, and ground transportation links and bears a disproportionate burden from air pollution and climate change, and

WHEREAS, Des Moines residents are likely to benefit from the many programs that are being funded (or are likely to be funded in the future) through the Climate Commitment Act. These include projects to electrify transportation (including passenger ferries), develop sustainable aircraft fuel, and mitigating sea level rise and air/water/noise pollution, and

WHEREAS, Initiative Measure No. 2117 would repeal the Climate Commitment Act which in turn would eliminate numerous climate and air quality programs as well as the funding source for

Resolution No. ____
Page 2 of 2

investments in climate projects throughout the state, and

WHEREAS, with this Resolution the Des Moines City Council desires to oppose Initiative Measure No. 2117; now therefore,

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

The City Council of the City of Des Moines hereby declares its official position in opposition to Initiative Measure No. 2117 concerning carbon tax credit trading.

ADOPTED BY the City Council of the City of Des Moines, Washington this ____ day of _____, 2024 and signed in authentication thereof this ____ day of _____, 2024.

M A Y O R

APPROVED AS TO FORM:

City Attorney

ATTEST:

City Clerk

A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: 2nd Reading: Public Hearing for Des Moines Creek Business Park West: Declaring Tract C surplus, approving Purchase and Sale Agreement and approving Trail Easement

FOR AGENDA OF: September 26, 2024

DEPT. OF ORIGIN: Administration

DATE SUBMITTED: September 17, 2024

ATTACHMENTS:

1. Draft Ordinance 24-030: Declaring Tract C Surplus
2. Draft Purchase and Sale Agreement
3. Appraisal
4. Appraisal Review
5. Trail Easement
6. Port of Seattle - Letter in support

CLEARANCES:

- City Clerk _____
- Communications _____
- Community Development /s/ DH
- Courts _____
- Emergency Management _____
- Finance MH
- Human Resources _____
- Legal /s/ MH
- Marina _____
- Police _____
- Parks, Recreation & Senior Services _____
- Public Works MPS

APPROVED BY CITY MANAGER
FOR SUBMITTAL: [Signature]

Purpose and Recommendation:

The purpose of this agenda item is to continue the public hearing held on September 12 to consider the surplus of City property commonly referred to as “Tract C” located within the Des Moines Creek Business Park West, as well as to approve the Purchase and Sale Agreement and accept a Trail Easement.

Motions:

- Motion 1:** “I move to enact Draft Ordinance 24-030 declaring surplus to City needs Tract C located within the Des Moines Creek Business Park West, and authorize the City Manager to execute the documents necessary for the sale of the property to the Port of Seattle for fair market value.”
- Motion 2:** “I move to approve the Trail Easement from the Port of Seattle over the Des Moines Creek Business Park West property, and authorize the City Manager to sign the Easement substantially in the form as attached.”

Background

Over the last 15 years, the City has been implementing the vision for the Des Moines Creek Business Park to bring new economic activity, jobs and environmental reclamation to the long vacant parcels owned by the Port of Seattle. This work has included Comprehensive Plan amendments, zoning code updates, development agreements as well as extensive transportation and infrastructure improvements to accommodate the needs of various commercial and industrial businesses that were targeted for a future business park.

The latest section, the Des Moines Creek West phase, adds to this decade plus effort. When completed, the site will include the ability to support an estimated 600+ full-time jobs, sustainable design elements that protect local wetlands, improve the regional trail system, and replace impacted trees by a minimum 3 for 1 ratio. Panattoni Development Company, who was responsible for developing the majority of the existing business park, is also developing this site.

The Council held a public hearing on September 12, 2024 to consider this item. At that hearing, the Council made a motion to continue the public hearing until September 26, 2024 to allow for additional opportunities for public comment.

Discussion:

As a next step in the development process, several actions need to be taken by the City Council. Specifically, the surplus and sale of City owned parcel “Tract C” and the acceptance of the easement to provide a connection between Barnes Creek Trail and the Des Moines Creek Trail.

Tract C Surplus, Purchase and Sale

Tract C (“Parcel”) is a vacant parcel totaling 19,881 SF (aerial photos shown in Attachment 3). The Parcel is located at the intersection of South 216th Street and 20th Avenue South, just west of International Boulevard in the City of Des Moines. The Parcel was originally deeded over to the City of Des Moines from the Port of Seattle at no cost as part of an Interlocal Agreement in 2014 which included several other land swaps due to the development of the Des Moines Creek Business Park immediately to the east of the Parcel. The parcel was originally intended to be developed as a public access to the future business park.

At this time, the Port of Seattle desires to develop this parcel as a private access to be used for safe and easy access for commercial cargo trucks that will be entering and exiting the Des Moines Creek West development site from 20th Ave S. In order to develop the Parcel as a private access route, the Port of Seattle must acquire ownership of the land from the City, which is done through the surplus process.

In order to transfer real property from one government agency to another, a public hearing is required. Notice must be provided according to state law and the property must be conveyed for fair market value.

The Parcel was appraised by Kidder Mathews, using a highest and best use standard, at a value of \$690,000. The City obtained a review appraisal of the Kidder Mathews valuation that confirmed that \$690,000 reflected current market value.

As a note, there are currently no trees on the Tract C parcel and as a result no trees will be impacted by the construction of a private access on Tract C.

Trail Easement

As a condition of the Second Development Agreement between the Port of Seattle and the City approved by the City Council in 2012, the Port is required to construct a 12 foot wide joint use pedestrian and bike pathway within a 24 foot wide tract to provide a connection to the Des Moines Creek Trail in conjunction with this phase of the business park development. This connection will provide access from the Joint Use Access Path via Barnes Creek Trail to the Des Moines Creek Trail, which is part of the Lake to Sound Regional Trail System.

Pursuant to this requirement, the parties have negotiated a draft trail easement (Attachment 5) that contains the requirements of the Development Agreement. The Port, through their developer, will construct the pathway and associated improvements in accordance with the Agreement.

Alternatives:

Council has the option to decline to surplus Tract C. As a result, the City would receive no compensation and the Tract would be developed as a public street, which the City would own and ultimately be responsible for maintaining (not recommended).

The Council could also decline to accept the Trail Easement, however this would result in a gap in the trail and would be contrary to the Council approved Development Agreement (not recommended).

Financial Impact:

By approving the surplus and sale of Tract C, the City would receive a one-time payment of \$690,000, which represents the fair market value of the property. The City would also be relieved of future maintenance costs for the roadway. In addition, the City will receive a fully constructed trail that provides connectivity between the Barnes Creek and the Des Moines Creek Trail.

Recommendations/Conclusion:

Administration recommends that the City Council approve the motions above as written.

DRAFT ORDINANCE NO. 24-030

AN ORDINANCE OF THE CITY OF DES MOINES, WASHINGTON, declaring certain City property commonly referred to as "Tract C" located approximately 100 yards north of the intersection of S 216th Street and 20th Ave South and extending to the east approximately 100 yards in a narrow tract that consists of 20,000 square feet within the City of Des Moines as surplus to the needs of the City and authorizing the sale of this property to the Port of Seattle, subject to the Port's compliance with the requirements set forth herein.

WHEREAS, in April of 2016, the City acquired fee interest in Tract C from the Port of Seattle as a condition of the 2nd Addendum to the Amended & Restated Second Development Agreement for the Des Moines Creek Business Park that required the extension of 20th Ave to provide public access to the site, and

WHEREAS, during the design and permitting process for the Des Moines Creek West Development Project, the decision was made to develop the 20th Ave extension contained in Tract C as a private drive, and

WHEREAS, development of the access road as a private drive would require the Port of Seattle to regain ownership of Tract C in fee simple, and

WHEREAS, developing the access as a private drive would result in the City no longer requiring ownership of the property for roadway purposes, and

WHEREAS, no apparent municipal use exists in private access roads, and

WHEREAS, consultation with utility providers confirmed that there are no existing utilities in Tract C that would require an easement, and

WHEREAS, RCW 39.33.010 specifies, "[t]he state or any municipality or any political subdivision thereof, may sell, transfer, exchange, lease or otherwise dispose of any property, real or personal, or property rights, including but not limited to the title to real property, to the state or any municipality or any political subdivision thereof, or the federal government, on such terms and conditions as may be

mutually agreed upon by the proper authorities of the state and/or the subdivisions concerned," and

WHEREAS, The City of Des Moines and the Port of Seattle are political subdivisions of the State and as such are eligible to transfer and sell properties to each other pursuant to RCW 39.33.010, and

WHEREAS, RCW 39.33.020 requires that the City must hold a public hearing to provide public notice prior to disposing of surplus property having an estimated value greater than fifty thousand dollars, and

WHEREAS, a public hearing was noticed in accordance with state law for September 12, 2024, to be followed by City Council action, and

WHEREAS, the Council conducted a public hearing on September 12, 2024 and provided for public testimony regarding the declaration to surplus public property and the sale of said property to the Port of Seattle, and

WHEREAS, notice of the public hearing was given in accordance with RCW 39.33.020, and

WHEREAS, the public hearing on September 12, 2024 was continued until September 26, 2024 to allow additional time for public input, and

WHEREAS, the Council finds that there is no public need sufficient to maintain City ownership of the property legally described in section 2 of this ordinance and on the map marked Exhibit "A" to this ordinance, and it is in the public interest to surplus this property and sell it to the Port of Seattle for the construction of a private drive, now therefore,

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

Sec. 1. Findings adopted. Based on the evidence presented, the City Council adopts the following findings of fact:

(1) Tract C, which is the subject of this Ordinance is located approximately 100 yards north of the intersection of S 216th Street and 20th Ave South and extending to the east approximately 100 yards in a narrow tract that consists of 20,000 square feet within the City of Des Moines; and

(2) Tract C was conveyed in fee simple to the City in April of 2016, and the City owns the property subject to any restrictions found in the Statutory Warranty Deed; and

(3) City ownership of Tract C is not necessary for present and future use by public utilities; and

(4) Tract C is surplus and not necessary to the present and future needs of the citizens of the City of Des Moines for transportation purposes; and

(5) It is in the public interest to sell Tract C to allow for the construction of a private access drive by the Port of Seattle; and

(6) The property will be sold for fair market value as determined by a real estate appraisal and appraisal review.

Sec. 2. Surplus and sale of public property. Subject to the requirements set forth in this Ordinance, the following legally described public property and depicted on the attached map (incorporated herein by this reference) entitled Exhibit "A" is declared surplus:

TRACT C OF CITY OF DES MOINES SHORT PLAT NO. LUA2013-0036, RECORDED NOVEMBER 13, 2014 AS RECORDING NO. 20141113900004, RECORDS OF KING COUNTY, WASHINGTON AS AMENDED BY CITY OF DES MOINES SHORT PLAT NO. LUA2013-0036 ALTERATION RECORDED APRIL 26, 2016 AS RECORDING NO. 20160426900009, RECORDS OF KING COUNTY, WASHINGTON.

Sec. 3. Conditions of the surplus. The property declared surplus and eligible for transfer under this Ordinance shall be subject to the following conditions:

(1) The Port of Seattle shall be required to compensate the City of Des Moines the fair market value for purchase of the surplus property legally described in Section 2 of this Ordinance.

(2) All terms of a negotiated Purchase and Sale Agreement shall be met prior to transfer of the property.

Sec. 4. Severability-Construction. If a section, subsection, paragraph, sentence, clause, or phrase of this Ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction; such decision shall not affect the validity of the remaining portions of this Ordinance.

Sec. 5. Recordation. The City Clerk shall cause a certified copy of this Ordinance to be recorded in the records of the King County Recorder.

Sec. 6. Effective date. This Ordinance shall take effect and be in full force thirty (30) days after its passage, approval, and publication in accordance with law.

PASSED BY the City Council of the City of Des Moines this _____ day of September, 2024 and signed in authentication thereof this _____ day of September, 2024.

M A Y O R

APPROVED AS TO FORM:

City Attorney

ATTEST:

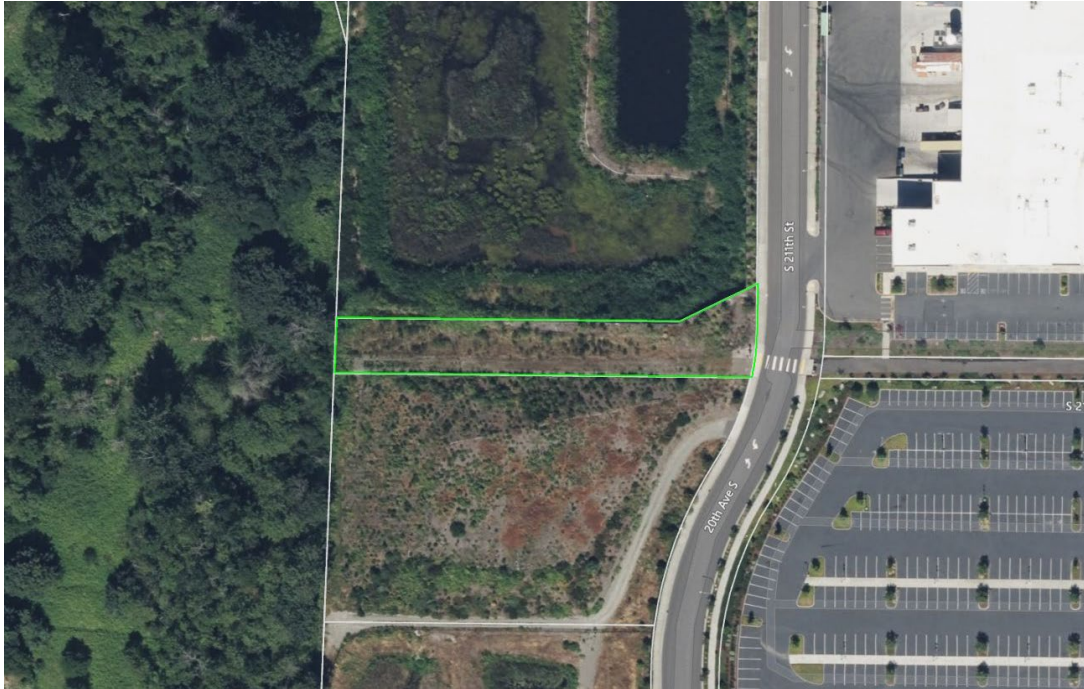
City Clerk

Draft Ordinance No. 24-030
Page 5 of 6

Effective Date: _____

Published: _____

Exhibit "A"



REAL ESTATE PURCHASE AND SALE AGREEMENT

THIS REAL ESTATE PURCHASE AND SALE AGREEMENT (“Agreement”) is made and entered by and between **the City of Des Moines**, a political subdivision of the State of Washington (the “Seller”) and **the Port of Seattle**, a Washington municipal corporation (the “Buyer”). Seller and Buyer are also referred to herein individually as a “Party” or collectively as “Parties.” This Agreement shall be effective as of the date it has been executed by both Parties (“Effective Date”).

RECITALS

- A. Seller is the owner of that certain real property located at [REDACTED], Des Moines, King County, State of Washington, the legal description of which is attached hereto as **EXHIBIT A** (the “Real Property”).
- B. Seller desires to sell the Real Property and Buyer desires to purchase the Real Property.
- C. Prior to executing this Agreement, the Des Moines City Council determined the Property to be surplus to its need, and approved the sale of the Property to the Buyer on the terms contained herein.

AGREEMENT

NOW, THEREFORE, in consideration of the promises and mutual covenants contained herein, and other valuable consideration, receipt and sufficiency of which are hereby acknowledged, the Parties hereto covenant and agree as follows:

ARTICLE 1. PURCHASE AND TRANSFER OF ASSETS

1.1. PROPERTY TO BE SOLD. Seller shall sell and convey to Buyer on the Closing Date (as hereinafter defined) and Buyer shall buy and accept from Seller on the Closing Date the following assets and properties:

1.1.1. all of Seller’s right, title and interest in the Real Property as legally described in **EXHIBIT A**;

1.1.2. all of Seller’s right, title and interest in improvements and structures located on the Real Property, if any; ;

1.1.3. all of Seller’s easements and other rights that are appurtenant to the Real Property including but not limited to, Seller’s right, title, and interest in and to streets, alleys or other public ways adjacent to the Real Property, sewers and service drainage easements, rights of connection to the sewers, rights of ingress and egress, licenses, government approvals and permits affecting the Real Property, and all Seller’s right, title and interest in and to any plans, drawings, surveys, and warranty right related to the Real Property.

Hereinafter, the items listed in Section 1.1 are collectively referred to as the "Property."

**ARTICLE 2.
PURCHASE PRICE**

2.1. PURCHASE PRICE AND PAYMENT. In consideration of the conveyance of the Property, Buyer shall, in full payment therefore, pay in cash to Seller on the Closing Date a total purchase price of six hundred and ninety thousand 00/100 dollars (\$690,000) (the "Purchase Price").

**ARTICLE 3.
REPRESENTATIONS AND WARRANTIES OF THE PARTIES AND
CONDITION OF PROPERTY**

3.1. WARRANTIES AND REPRESENTATIONS OF SELLER. As of the date hereof and as of the Closing Date, Seller represents and warrants as follows:

3.1.1. ORGANIZATION. The Seller is a political subdivision of the State of Washington, duly organized, validly existing and in good standing under the laws of the State of Washington.

3.1.2. EXECUTION, DELIVERY AND PERFORMANCE OF AGREEMENT, AUTHORITY. The execution, delivery and performance of this Agreement by Seller (i) is within the powers of Seller as a political subdivision of the state of Washington, and (ii) has been or will be on or before the Closing Date, duly authorized by all necessary action of the Seller's City Council. This Agreement constitutes the legal, valid and binding obligation of Seller enforceable against Seller in accordance with the terms herein.

3.1.3. NO BROKER. No broker, finder, agent or similar intermediary has acted for or on behalf of Seller in connection with this Agreement or the transactions contemplated hereby, and no broker, finder, agent or similar intermediary is entitled to any broker's, finder's or similar fee or commission in connection with this Agreement based on an agreement, arrangement or understanding to act for or on behalf of Seller.

3.1.4. NO LITIGATION. There is no pending, or to Seller's knowledge, threatened claim, lawsuit, litigation, arbitration, investigation or other proceeding pertaining to the Property or any part thereof. There is no pending or, to the best of Seller's knowledge, threatened condemnation or similar proceeding pertaining to the Property or any part thereof.

3.1.5. NO VIOLATIONS. No governmental entity with jurisdiction or other person or entity has asserted, or to Seller's knowledge, has threatened to assert that the Property or any part thereof is in violation of any applicable legal requirement.

3.1.6. CONDITION OF PROPERTY. During Seller's ownership of the Property, and to Seller's knowledge before Seller's ownership of the Property, (i) there has been no generation, treatment, storage, transfer, disposal or release of Hazardous Substances, as defined in Section 3.2.4 of this Agreement, on, in, under or emanating from the Property; and (ii) there are or have been no underground storage tanks on the Property and no underground storage tanks have been removed from the Property. To Seller's knowledge there are no facts that would lead it to believe that there are any Hazardous Substances on, in, under or emanating from the Property. To Seller's knowledge there are no concealed material defects in the Property.

3.1.7. NO CONTRACTS. Except for the Permitted Exceptions (defined below), there are no contracts, agreements or other arrangements under which Seller is obligated to sell, exchange, transfer, lease, rent or allow the use of the Property or any part thereof now or in the future, or under which any person or entity has the right to possess or occupy the Property or any part thereof now or in the future.

3.1.8. FUTURE AGREEMENTS. From and after the Effective Date unless this Agreement is terminated in accordance with its terms, Seller shall not without the prior written consent of Buyer:

(a) enter into any agreement, contract, commitment, lease or other transaction that affects the Property in any way; or

(b) sell, dispose of or encumber any portion of the Property.

3.1.9. MAINTENANCE OF PROPERTY. Seller shall continue to maintain the Property in its current condition, normal wear and tear excepted, and in compliance with all applicable laws and to pay all costs of the Property between the Effective Date and Closing.

3.1.10. FOREIGN PERSON. Seller is not a foreign person and is a "United States Person" as such term is defined in Section 7701 (a) (30) of the Internal Revenue Code of 1986, as amended and shall deliver to Buyer prior to the Closing an affidavit, as set forth in **EXHIBIT C**, evidencing such fact, and such other documents as may be required under the Code.

3.2. REPRESENTATIONS AND WARRANTIES OF BUYER. As of the date hereof and as of the Closing Date, Buyer represents and warrants as follows:

3.2.1. ORGANIZATION. Buyer is a Washington municipal corporation, duly organized, validly existing and in good standing under the laws of the State of Washington.

3.2.2. EXECUTION, DELIVERY AND PERFORMANCE OF AGREEMENT, AUTHORITY. The execution, delivery and performance of this Agreement by Buyer (i) is within the powers of Buyer as a Washington municipal corporation, and (ii) , has been duly authorized by all necessary action of the Buyer's governing authority, the Port of Seattle Commission. This Agreement constitutes the legal, valid and binding obligation of Buyer enforceable against Buyer in accordance with the terms hereof.

3.2.3. NO BROKER. No broker, finder, agent or similar intermediary has acted

for or on behalf of Buyer in connection with this Agreement or the transactions contemplated hereby, and no broker, finder, agent or similar intermediary is entitled to any broker's, finder's or similar fee or commission in connection with this Agreement based on an agreement, arrangement or understanding to act for or on behalf of Buyer.

3.2.4. CONDITION OF PROPERTY. Buyer acknowledges that, it has conducted a physical inspection and made all investigations Buyer deems necessary in connection with its purchase of the Property. Except to the extent of Seller's representations and warranties in Section 3.1, Buyer will be deemed to have approved the physical condition of the Property and agrees to accept and purchase the Property "AS IS, WHERE IS", including, without limitation, the existence or non-existence of Hazardous Substances on, in, under or emanating from the Property. For the purposes of this Agreement, the term "Hazardous Substance" shall mean: any waste, pollutant, contaminant, or other material that now or in the future becomes regulated or defined under any Environmental Law, and the term "Environmental Law" shall mean: any federal, state or local statute, regulation, code, rule, ordinance, order, judgment, decree, injunction or common law pertaining in any way to the protection of human health, safety, or the environment, including without limitation, the Comprehensive Environmental Response, Compensation and Liability Act of 1980, 42 U.S.C. § 9602 et. seq. ("CERCLA"); the Resource Conservation and Recovery Act of 1976, 42 U.S.C. § 6901 et seq. ("RCRA"); the Washington State Model Toxics Control Act, RCW ch. 70.105D ("MTCA"); the Washington Hazardous Waste Management Act, RCW ch. 70.105; the Federal Water Pollution Control Act, 33 U.S.C. § 1251 et seq., the Washington Water Pollution Control Act, RCW ch. 90.48, and any laws concerning above ground or underground storage tanks. Nothing herein shall be deemed or construed to constitute a waiver by Buyer of any right of contribution under any Environmental Law.

3.3. RISK OF LOSS. Until the Closing, the risk of loss relating to the Property shall rest with the Seller. Risk of Loss shall be deemed to include any property damage occurring as a result of an "Act of God," including, but not limited to, fire, earthquakes, tremors, wind, rain or other natural occurrences ("Casualty"). If the Property is destroyed or damaged by Casualty prior to Closing Buyer may terminate this Agreement, or alternatively, Buyer may elect to proceed with Closing, in which case Seller shall assign to Buyer all claims and right to proceeds under Seller's property insurance policy and shall credit to Buyer at Closing the amount of any deductible provided for in the property insurance policy. Buyer shall make its election under this Section 3.3 by written notice to Seller within fifteen (15) business days from Buyer learning of a Casualty and the Closing Date will be extended for the period of time necessary to allow Buyer to make its election.

ARTICLE 4. TITLE MATTERS

4.1. CONVEYANCE. Seller shall convey to Buyer the title to the Property by Bargain and Sale Deed in substantially the form attached hereto as **EXHIBIT B**, subject only to the Permitted Exceptions (as defined below), the lien of current real property taxes, fees and/or charges not yet due and payable, rights reserved in federal patents or state deeds, and building or use restrictions

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general to the governing jurisdiction.

4.2. TITLE COMMITMENT. Buyer has obtained and provided to Seller a preliminary commitment for an owner's extended coverage policy of title insurance (the "Title Commitment") issued by [REDACTED] (the "Title Company"), describing the Property, listing Buyer as the prospective named insured and showing as the policy amount the total Purchase Price for the Property.

4.3. REVIEW OF TITLE COMMITMENT. Buyer and Seller have already agreed upon a set of exceptions or other items that are set forth in the Title Commitment or Survey and to which Buyer does not object, which shall be deemed to be permitted exceptions ("Permitted Exceptions"). The Permitted Exceptions are set forth in **EXHIBIT B**

4.4. OWNER'S TITLE INSURANCE POLICY. At the Closing, Buyer shall cause an owner's policy of standard coverage title insurance to be issued by the Title Company in the full amount of the purchase price, effective as of the Closing Date, insuring Buyer that the fee simple title to the Property is vested in Buyer, subject only to the Permitted Exceptions, the lien of current real property taxes, fees and/or charges not yet due and payable, rights reserved in federal patents or state deeds, and building or use restrictions general to the governing jurisdiction ("Title Policy"). The obligation of Buyer to provide the Title Policy called for herein shall be satisfied if, at the Closing, the Title Company has given a binding commitment, in a form reasonably satisfactory to Buyer, to issue the policy in the form required by this Section.

ARTICLE 5. CONTINGENCIES

5.1. PROJECT ENTITLEMENT CONTINGENCY. Buyer is the owner of tax parcels adjacent to the Property which are subject to a ground lease between Buyer and a developer tenant, PDC, Seattle LPIV BB/TH, LLC ("Panattoni"). Panattoni has submitted a master plan application to seller and has a Title 16 variance application pending with Seller to develop and construct a project on Buyer's adjacent tax parcels. Buyer's performance under this Agreement shall be contingent on Panattoni receiving all necessary entitlements for its project from Seller, including approval of the variance for the project. This "Project Entitlement Contingency" shall be considered satisfied when the following events have all occurred: (i) approval by Seller of Panattoni's Master Plan for the project; (ii) Seller's issuance of a clearing and grading permit to Panattoni for its project; (iii) approval of Panattoni's Title 16 Variance for the project; and (iv) the passage of sixty (60) days following Panattoni's receipt of a SEPA determination from Seller and issuance of the Master Plan, or alternately, the passage of twenty-one (21) days following Panattoni's receipt of Seller's SEPA determination if no appeals are filed during the relevant appeal period. If the Project Entitlement Contingency has not been satisfied by June 1, 2025, this Agreement shall automatically terminate, and the Parties shall have no further obligations hereunder.

5.2. RIGHT OF ENTRY. Throughout the term of this Agreement, Buyer and Buyer's designated representatives or agents shall have the right and Seller hereby grants to Buyer

Panattoni and Buyer's and Panattoni's designated representatives the right to enter the Property and conduct tests, investigations and studies upon 24 hours advance verbal or email notice; provided that such right of entry will be limited to those times and dates that will not disrupt Seller's use of, or Seller's operations and activities on the Property. Invasive tests of the Property, such as drilling or excavation shall be subject to Seller's prior written approval. Buyer will not be permitted to undertake activities that damage the Property. In connection with any such inspections and tests, Buyer agrees to hold harmless, indemnify and defend Seller, its officers, agents and employees, from and against all claims, losses, or liability for injuries, sickness or death of persons, including employees of Buyer ("Claims") caused by or arising out of any act, error or omission of Buyer, its officers, agents, contractors, subcontractors or employees in entering the Property for the above purposes, except to the extent the Claims are caused by or arise out of any act, error or omission of Seller, its officers, agents and employees. The indemnification provisions in this Section 5.1.4 are specifically and expressly intended to constitute a waiver of the Buyer's immunity under Washington's Industrial Insurance Act, RCW Title 51, as respects the Seller only, and only to the extent necessary to provide the Seller with a full and complete indemnity of claims made by the Buyer's employees. The Parties acknowledge that these provisions were specifically negotiated and agreed upon.

ARTICLE 6. COVENANTS OF SELLER PENDING CLOSING

6.1. CONDUCT, NOTICE OF CHANGE. Seller covenants that between the Effective Date and the Closing Seller shall take all such actions as may be necessary to assure that the representations and warranties set forth in Section 3.1 hereof will be true and complete as of the Closing (except such representations, warranties and matters which relate solely to an earlier date), and all covenants of Seller set forth in this Agreement which are required to be performed by it at or prior to the Closing shall have been performed at or prior to the Closing as provided for in this Agreement. Seller shall give Buyer prompt written notice of any material change in any of the information contained in the representations and warranties made in Article 3 or elsewhere in this Agreement which occurs prior to the Closing.

6.2 EXCLUSIVITY. Between the Effective Date and the Closing or earlier termination of this Agreement, Seller shall not market the Property, make or accept any offers to sell, refinance, or recapitalize the Property, or otherwise solicit any offers to purchase, or enter into any agreement for the sale, refinancing or recapitalization of the Property.

ARTICLE 7. COVENANTS OF BUYER PENDING CLOSING

7.1. CONDUCT, NOTICE OF CHANGE. Buyer covenants that between the Effective Date and the Closing Buyer shall take all such actions as may be necessary to assure that the representations and warranties set forth in Section 3.2 hereof will be true and complete as of the Closing (except such representations, warranties and matters which relate solely to an earlier date), and that all covenants of Buyer set forth in this Agreement which are required to be performed by it at or prior to the Closing shall have been performed at or prior to the Closing as provided in this

Agreement. Buyer shall give Seller prompt written notice of any material change in any of the information contained in the representations and warranties made in Article 3 or elsewhere in this Agreement which occurs prior to the Closing.

**ARTICLE 8.
CONDITIONS PRECEDENT TO BUYER'S OBLIGATIONS**

All obligations of Buyer to close on the Closing Date are subject to the fulfillment of each of the following conditions at or prior to the Closing, and Seller shall exert its best efforts to cause each such condition to be fulfilled:

8.1. DELIVERY OF DOCUMENTS. Seller shall have delivered to Buyer at or prior to the Closing all documents required by the terms of this Agreement to be delivered to Buyer.

8.2. OBLIGATIONS. All obligations required by the terms of this Agreement to be performed by Seller at or before the Closing shall have been properly performed in all material respects.

8.3. TITLE. Title Company shall be irrevocably committed to issue the Title Policy as required by Section 4.4 of this Agreement.

8.4. CONDEMNATION. No portion of the Property shall have been taken or damaged by any public or quasi-public body, and Seller shall not have transferred any portion of the Property to any such body in lieu of condemnation.

**ARTICLE 9.
CONDITIONS PRECEDENT TO SELLER'S OBLIGATIONS**

All obligations of Seller to close on the Closing Date are subject to the fulfillment of each of the following conditions at or prior to the Closing, and Buyer shall exert its best efforts to cause each such condition to be so fulfilled:

9.1. DELIVERY OF DOCUMENTS. Buyer shall have delivered to Seller at or prior to Closing all documents required by the terms of this Agreement to be delivered to Seller.

9.2. OBLIGATIONS. All obligations required by the terms of this Agreement to be performed by Buyer at or before the Closing shall have been properly performed in all material respects.

**ARTICLE 10.
CLOSING**

10.1. CLOSING/CLOSING DATE. The Closing shall take place within twenty (20) business days following the removal of all the contingencies in Article 5 of this Agreement or such other date as may be mutually agreed upon by the Parties ("Closing Date"). On or before the Effective Date, the Parties shall set up an escrow account with the Escrow Agent. The Escrow Agent shall serve as closing agent for the transaction contemplated herein and Closing shall occur in the offices

of the Escrow Agent at [REDACTED], Washington.

10.2. PRORATIONS AND MONETARY LIENS.

10.2.1. Prorations. Real property taxes and assessments shall be prorated as of the Closing Date. Seller shall pay the cost of one-half (1/2) of the escrow fee charged by the Escrow Agent, the recording fees for the deed, any real estate excise or other transfer tax due, and its own attorneys' fees. Buyer shall pay one-half (1/2) of the escrow fee charged by the Escrow Agent, the costs of the preliminary and binding Title Commitments and the premium for the Title Policy and its own attorneys' fees. Except as otherwise provided in this Section 10.2, all other expenses hereunder shall be paid by the Party incurring such expenses.

10.2.2. Taxes. Buyer is exempt by law from the payment of real property ad valorem taxes, LIDs and assessments ("Taxes") on the Property. Seller is and remains liable for the payment of such Taxes up to the Closing Date and any payments of Taxes unpaid on the Closing Date will be paid from Seller's proceeds by the Escrow Agent on the Closing Date.

10.2.3. Monetary Liens. Except as otherwise expressly provided to the contrary in this Agreement, Seller shall pay or cause to be satisfied at or before Closing all monetary liens on or with respect to all or any portion of the Property. If Seller fails to satisfy said liens, the Purchase Price shall be reduced by the amounts due to satisfy and discharge the liens.

10.3. SELLER'S DELIVERY OF DOCUMENTS AT CLOSING. At the Closing, Seller will deliver to Buyer via escrow with the Escrow Agent the following properly executed documents:

10.3.1. A Bargain and Sale Deed conveying the Property substantially in the form of EXHIBIT B attached hereto;

10.3.3. A seller's certificate of non-foreign status substantially in the form of EXHIBIT C, attached hereto.

10.4. BUYER'S DELIVERY OF PURCHASE PRICE AT CLOSING. At the Closing, Buyer will deliver to Seller via escrow with the Escrow Agent cash or immediately available funds in the amount of the Purchase Price.

**ARTICLE 11.
MISCELLANEOUS PROVISIONS**

11.1. NON-MERGER. Each statement, representation, warranty, indemnity, covenant, agreement and provision in this Agreement shall not merge in, but shall survive the Closing of the transaction contemplated by this Agreement unless a different time period is expressly provided for in this Agreement.

11.2. DEFAULT AND ATTORNEYS' FEES.

11.2.1. DEFAULT BY BUYER. In the event Closing does not occur due to default by Buyer, Seller shall have the right to bring an action for specific performance, damages and any other remedies available at law or in equity. In seeking any equitable remedies, Seller shall not be

Email _____

11.5. ENTIRE AGREEMENT AND AMENDMENT. This writing (including the Exhibits attached hereto) constitutes the entire agreement of the Parties with respect to the subject matter hereof and may not be modified or amended except by a written agreement specifically referring to this Agreement and signed by all Parties.

11.6. SEVERABILITY. In the event any portion of this Agreement shall be found to be invalid by any court of competent jurisdiction, then such holding shall not impact or affect the remaining provisions of this Agreement unless that court of competent jurisdiction rules that the principal purpose and intent of this contract should and/or must be defeated, invalidated or voided.

11.7. WAIVER. No waiver of any breach or default hereunder shall be considered valid unless in writing and signed by the Party giving such waiver and no such waiver shall be deemed a waiver of any prior or subsequent breach or default.

11.8. BINDING EFFECT. Subject to Section 11.14 below, this Agreement shall be binding upon and inure to the benefit of each Party, its successors and assigns.

11.9. LEGAL RELATIONSHIP. The Parties to this Agreement execute and implement this Agreement solely as Seller and Buyer. No partnership, joint venture or joint undertaking shall be construed from this Agreement.

11.10. CAPTIONS. The captions of any articles, paragraphs or sections contained herein are for purposes of convenience only and are not intended to define or limit the contents of said articles, paragraphs or sections.

11.11. COOPERATION. Prior to and after Closing the Parties shall cooperate, shall take such further action and shall execute and deliver further documents as may be reasonably requested by the other Party in order to carry out the provisions and purposes of this Agreement.

11.12. GOVERNING LAW AND VENUE. This Agreement and all amendments hereto shall be governed by and construed in accordance with the laws of the State of Washington applicable to contracts made and to be performed therein, without giving effect to its conflicts of law rules or choice of law provisions. In the event that either Party shall bring a lawsuit related to or arising out of this Agreement, the Superior Court of King County, Washington shall have exclusive jurisdiction and venue.

11.13. NO THIRD PARTY BENEFICIARIES. This Agreement is made only to and for the benefit of the Parties, and shall not create any rights in any other person or entity.

11.14. ASSIGNMENT. Buyer shall not assign this Agreement or any rights hereunder without Seller's prior written consent.

11.15. NEGOTIATION AND CONSTRUCTION. This Agreement and each of its terms and provisions are deemed to have been explicitly negotiated between the Parties, and shall not be

construed as if it has been prepared by one of the Parties, but rather as if both Parties had jointly prepared it. The language in all parts of this Agreement will, in all cases, be construed according to its fair meaning and not strictly for or against either Party. The Parties acknowledge and represent, as an express term of this Agreement, that they have had the opportunity to obtain and utilize legal review of the terms and conditions outlined in this Agreement. Each Party shall be and is separately responsible for payment of any legal services rendered on their behalf regarding legal review of this Agreement.

11.16. COUNTERPARTS. To facilitate execution, this Agreement may be executed in as many counterparts as may be convenient or required. It shall not be necessary that the signature of, or on behalf of, each Party, or that the signature of all persons required to bind any Party, appear on each counterpart. All counterparts shall collectively constitute a single instrument. It shall not be necessary in making proof of this Agreement to produce or account for more than a single counterpart containing the respective signatures of, or on behalf of, each Party hereto. Any signature page to any counterpart may be detached from such counterpart without impairing the legal effect of the signatures thereon and thereafter may be attached to another counterpart identical thereto except having attached to it additional signature pages.

11.17. EXHIBITS. The following exhibits described herein and attached hereto are fully incorporated into this Agreement by this reference:

EXHIBIT A	Legal Description
EXHIBIT B	Bargain and Sale Deed
EXHIBIT C	Certificate of Non-Foreign Status

[SIGNATURES ON THE NEXT PAGE]

EXECUTED on the dates set forth below.

SELLER: City of Des Moines

BUYER: Port of Seattle

By: _____

By: _____

Name: _____

Name:

Title: _____

Title:

Date: _____

Date: _____

EXHIBIT A.
LEGAL DESCRIPTION



EXHIBIT B.

BARGAIN AND SALE DEED

AFTER RECORDING RETURN TO:

[Redacted]

ATTN: [Redacted]

BARGAIN AND SALEDEED

Grantor -- King County, Washington

Grantee -- [Redacted]

Legal ---- [Redacted]

Tax Acct. - [Redacted]

The Grantor, the City of Des Moines, a political subdivision of the State of Washington, for and in consideration of mutual benefits, does hereby bargain, sell and convey unto the Grantee, the Port of Seattle, a Washington municipal corporation, the following the real property situate in King County, Washington and described in EXHIBIT A, attached hereto and incorporated herein by this reference, subject to the permitted exceptions set forth in EXHIBIT B.

GRANTOR

GRANTEE

[Redacted]

BY: _____

BY: _____

TITLE:

TITLE:

DATE: _____

DATE: _____

NOTARY BLOCKS APPEAR ON NEXT PAGE

EXHIBIT C.

**Seller's Certification of Non-Foreign Status under
Foreign Investment in Real Property Tax Act (26 U.S.C. 1445)**

Section 1445 of the Internal Revenue Code provides that a transferee of a U.S. real property interest must withhold tax if the transferor is a foreign person. For U.S. tax purposes (including Section 1445), the owner of a disregarded entity (which has legal title to a U.S. real property interest under local law) will be the transferor of the property and not the disregarded entity. To inform the transferee that withholding of tax is not required upon the disposition of a U.S. real property interest by _____ ("Transferor"), the undersigned hereby certifies the following on behalf of Transferor:

1. Transferor is not a foreign corporation, foreign partnership, foreign trust, or foreign estate (as those terms are defined in the Internal Revenue Code and Income Tax Regulations);
2. Transferor is not a disregarded entity as defined in Section 1.1445-2(b)(2)(iii);
3. Transferor's U.S. employer identification number is _____;
4. Transferor's office address is _____.

Transferor understands that this certification may be disclosed to the Internal Revenue Service by transferee and that any false statement contained herein could be punished by fine, imprisonment, or both.

Under penalties of perjury I declare that I have examined this certification and to the best of my knowledge and belief it is true, correct, and complete, and I further declare that I have authority to sign this document on behalf of Transferor.

Dated this ___ day of _____, 2024.

City of Des Moines, Transferor:

By: _____
Name: _____
Title: _____



Appraisal Report

Tract C | Des Moines, WA

as of February 25, 2024



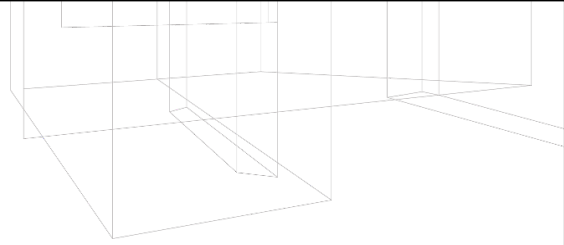
Prepared for
Mr. Daniel Alhadeff
Port of Seattle

Prepared by
David Chudzik, Ph.D., MAI, CRE
Jane Manke
KM Job A24-0192

Kidder Mathews
Valuation Advisory Services
601 Union Street, Suite 4720
Seattle, WA 98101
206.205.0222 | Fax 206.205.0220
david.chudzik@kidder.com
jane.manke@kidder.com

**Kidder
Mathews**

KIDDER.COM



February 28, 2024

Mr. Daniel Alhadeff
Port of Seattle
P.O. Box 68727
Seattle, WA 98168

RE: Tract C
XX 20th Ave S
Des Moines, WA 98198

Dear Mr. Alhadeff:

At your request, we have prepared an appraisal of the above-referenced property, which is fully described in the attached report. The subject is 0.45 acres of land in Des Moines, WA. We have inspected the subject property and obtained data regarding similar real estate in the area. This appraisal provides a market value estimate for the subject property.

This report has been prepared in conformance with the current Uniform Standards of Professional Appraisal Practice (USPAP). In addition, our services comply with and are subject to the Code of Professional Ethics and Standards of Professional Practice of the Appraisal Institute. The intended use of this appraisal is for use by the Port of Seattle to aid in internal decision-making purposes in relation to a potential acquisition of the subject property.

As a result of our investigation and analysis, we have concluded on the following fee simple market value, subject to the limiting conditions and assumptions contained herein:

Fee Simple Market Value, as of February 25, 2024 \$690,000

Respectfully submitted,

David Chudzik, Ph.D., MAI, CRE
State-Certified General Real Estate Appraiser
#11102099

DMC-JGM/sh

Jane Manke
State-Registered Appraiser Trainee
Appraiser #1002120

Valuation Advisory Services
601 Union Street, Suite 4720
Seattle, WA 98101

T 206.205.0200
kidder.com

50 YEARS. THE EDGE IN YOUR MARKET.



Certification

We certify that, to the best of our knowledge and belief:

- 1) The statements of fact contained in this report are true and correct.
- 2) The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are our personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- 3) We have no present or prospective interest in the property that is the subject of this report, and no personal interest with respect to the parties involved.
- 4) We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- 5) Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
- 6) Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- 7) The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.
- 8) Jane Manke made a personal inspection of the property that is the subject of this report.
- 9) We have provided not professional appraisal or consulting services concerning the subject property in the past three years.
- 10) No one provided significant real property appraisal assistance to the persons signing this certification.
- 11) The reported analyses, opinions and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
- 12) The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- 13) As of the date of this report David Chudzik, Ph.D., MAI, CRE has completed the program for Designated Members of the Appraisal Institute and Jane Manke, Practicing Affiliate, has completed the Standards and Ethics Education Requirement of the Appraisal Institute for Practicing Affiliates.

David Chudzik, Ph.D., MAI, CRE
State-Certified General Real Estate
Appraiser #11102099

Jane Manke
State-Registered Appraiser Trainee
Appraiser #1002120



Limiting Conditions

Limiting conditions specific to this appraisal are:

- 1) Physical dimensions for the property were taken from public records or from information provided, and the appraisers assume no responsibility in connection with such matters. Any sketch or identified survey of the property included in this report is only for the purpose of assisting the reader to visualize the property.
- 2) We are assuming that there are no hidden or unapparent conditions of the property, subsoil, or structures (including asbestos, soil contamination, or unknown environmental factors) that render it more or less valuable. No responsibility is assumed for such conditions or for arranging the studies that may be required to discover them.
- 3) No responsibility is assumed for the legal description or for matters including legal or title considerations.
- 4) The information identified in this report as being furnished by others is believed to be reliable, but no warranty is given for its accuracy.
- 5) The appraisers are not required to give testimony or attendance in court by reason of this appraisal unless arrangements have previously been made.
- 6) The allocation of total value to land, buildings, or any fractional part or interest as shown in this report, is invalidated if used separately in conjunction with any other appraisal.
- 7) Valuation Advisory Services is a subsidiary of Kidder Mathews, a full service commercial real estate brokerage firm. On occasion, employees or agents of the firm have interests in the property being appraised. When present, interests have been disclosed, and the report has been made absent of any influence from these parties.

RESTRICTION UPON DISCLOSURE & USE:

Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraisers or the firm with which they are connected, or any reference to the Appraisal Institute or to the MAI designation) shall be disseminated to the public through advertising media, public relations media, news media, sales media or any other public means of communication without the prior written consent and approval of the appraisers. No part of this report or any of the conclusions may be included in any offering statement, memorandum, prospectus or registration without the prior written consent of the appraisers.



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ADDENDUM

 Appraisers' Experience Data



Summary of Appraisal



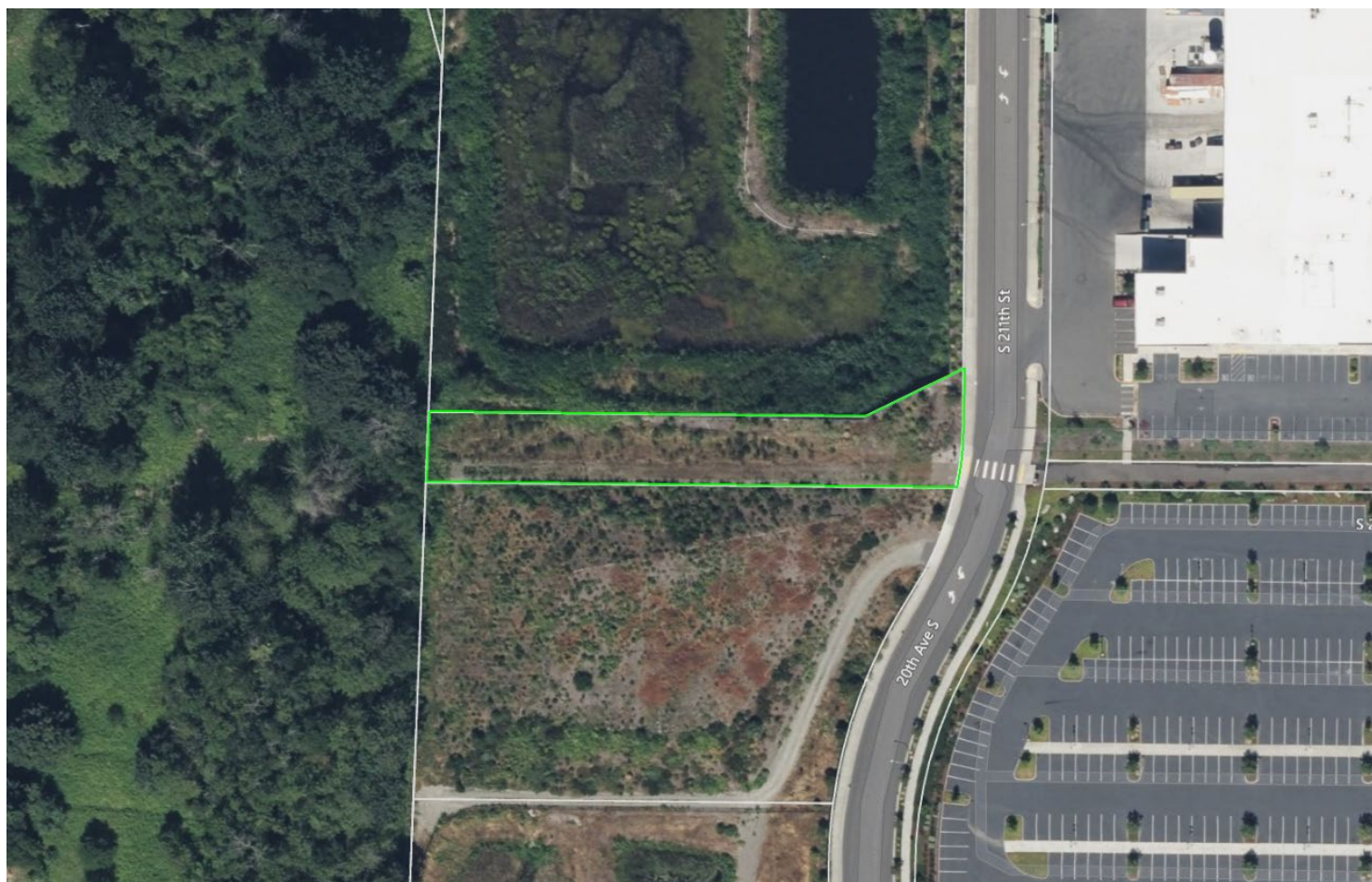
Summary of Appraisal

Identity of Property	Tract C XX 20th Ave S Des Moines, WA 98198
Property Description	The subject is 0.45 acres of land in Des Moines, WA. The subject is comprised of a single tax parcel with an irregular narrow shape and moderately sloping topography. Access and exposure are by 20 th Ave S. Zoning is Business Park, B-P, by the City of Des Moines.
Scope	This is a complete scope appraisal presented in a narrative approach. All appropriate steps were taken to provide a fully reliable and credible appraisal of the subject. This appraisal utilizes the Across the Fence (or ATF) value which estimates sale price based on the unit prices of sales of land similar to that adjoining the subject. A detailed scope of the appraisal is included in the following Introduction section.
Intended Use & Intended User	The intended use of this assessment is for internal decision-making purposes in relation to a potential acquisition of the subject property by the Port of Seattle.
Property Rights Appraised	Fee Simple
Extraordinary Assumptions	None
Hypothetical Conditions	None
Existing Lease Encumbrances	None
Highest & Best Use	As Vacant Assemblage with neighboring parcel(s) for industrial development.

Approaches to Value & Final Value	As of February 25, 2024				
Conclusion	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: left;">Sales Comparison Approach</td> <td style="text-align: right;">\$690,000</td> </tr> <tr> <td style="text-align: center;">Market Value</td> <td style="text-align: right;">\$690,000</td> </tr> </table>	Sales Comparison Approach	\$690,000	Market Value	\$690,000
Sales Comparison Approach	\$690,000				
Market Value	\$690,000				



Date of Report	February 28, 2024
Date of Last Inspection	February 25, 2024
Effective Date of Appraisal	February 25, 2024
Exposure Time	Three to six months
Marketing Time	Three to six months



Aerial Photograph (North is Up, Boundaries are Approximate)



Subject Photographs

View from 20th Ave S, facing west



East end of the site, facing east
towards 20th Ave S



East end of the site, facing
northeast





Subject Photographs

North end of the site, facing northwest



View from the center of the site, facing east. There is a rough gravel road along the south parcel boundary



West end of the site





Subject Photographs

View facing west



View of the retaining wall along
the north parcel boundary





Introduction



Introduction

Property Description The subject is 0.45 acres of land known as Tract C in Des Moines, WA. The subject is comprised of a single tax parcel with an irregular narrow shape. It has moderate topography with a downward slope to the north and west. Access and exposure are by 20th Ave S. Zoning is Business Park, B-P, by the City of Des Moines. The size and shape of the parcel will significantly limit its utility as a standalone development site.

ADDRESS XX 20th Ave S
Des Moines, WA 98198

**ASSESSOR'S TAX
PARCEL NUMBER** 092204-9418

**LEGAL
DESCRIPTION** The subject's abbreviated legal description follows according to the title report provided:

*TRACT C OF CITY OF DES MOINES SHORT PLAT NO.
LUA2013-0036, RECORDED NOVEMBER 13, 2014 AS
RECORDING NO. 20141113900004, RECORDS OF KING
COUNTY, WASHINGTON AS AMENDED BY CITY OF DES
MOINES SHORT PLAT NO. LUA2013-0036 ALTERATION
RECORDED APRIL 26, 2016 AS RECORDING NO.
20160426900009, RECORDS OF KING COUNTY,
WASHINGTON.*

Ownership History According to the title report provided, ownership in the subject parcel is vested in the City of Des Moines. Over the past three years, there have been no known sales of the subject property. The owner is considering selling the subject to the Port of Seattle.

Property Rights Appraised This is an appraisal of the fee simple estate. The definition of "fee simple estate" is as follows:

Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat.

Source: [The Dictionary of Real Estate Appraisal](#), Seventh Edition. Chicago: Appraisal Institute, 2022.



Purpose of Appraisal

The purpose of this appraisal is to estimate the market value of the subject property. The term "Market Value" is defined as:

The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date, and the passing of title from seller to the buyer under conditions whereby:

- a. the buyer and seller are typically motivated;*
- b. both parties are well informed or well advised, and acting in what they consider their own best interests;*
- c. a reasonable time is allowed for exposure in the open market;*
- d. payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and e. the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.*

Source: Office of the Comptroller of the Currency under 12 CFR, Part 34, Subpart C-Appraisals, 34.42 Definitions [h].

Scope of Appraisal

This report has been prepared in conformance with the current Uniform Standards of Professional Appraisal Practice (USPAP), as formulated by the Appraisal Foundation. In this report, we have estimated the market value of the subject real estate as of February 25, 2024. It is presented as a comprehensive appraisal report. A copy of the written instructions adhered to in the preparation of this report is contained in the Addendum. In this report, the Sales Comparison is used as this is the only relevant approach for land. The Cost and Income Capitalization Approaches are not relevant and are not used.

- The subject was inspected on February 25, 2024.
- The research included both general and specific data. Sources of general data included in the market trends and neighborhood description are obtained from various sources that include Kidder Mathews field investigation, as well as information from various organizations and governmental resources.

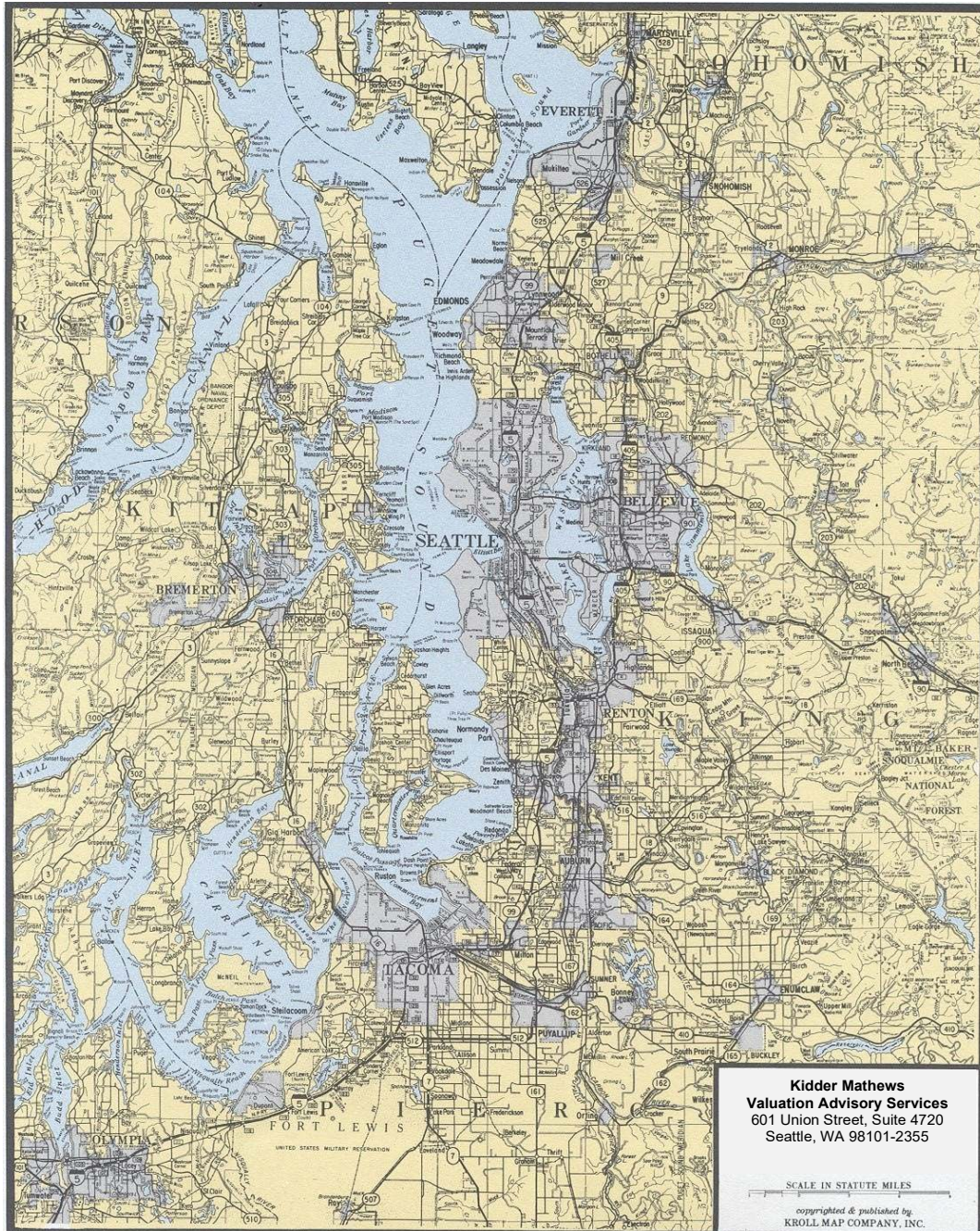


- Specific data concerning the subject was obtained from various sources, including King County (assessed values and real estate taxes), the City of Des Moines (zoning), and the client (property information).
- This appraisal utilizes the Across the Fence (or ATF) value which estimates sale price based on the unit prices of sales of land similar to that adjoining the subject. The ATF method is based on the principle of substitution. In theory, a corridor, or segment of a corridor, is divided down the centerline and each half is “joined” to the adjacent parcel and the adjacent parcel’s highest and best use. Sales data is gathered that reflects the highest and best use of typical adjacent properties. The underlying assumption of this method is that land in the transportation corridor is equal to the value of adjoining lands.
- In the Sales Comparison Approach, sales were researched of properties in the surrounding areas with a similar highest and best use as the subject. All the sales data were confirmed with a party involved in the transaction and/or through private sources or public records.

Extraordinary Assumptions	None
Hypothetical Conditions	None
Intended Use & Intended User	The intended use of this assessment is for internal decision-making purposes in relation to a potential acquisition of the subject property by the Port of Seattle.
Date of Report	February 28, 2024
Date of Last Inspection	February 25, 2024
Effective Dates of Appraisal	February 25, 2024



Market Overview



Regional Map



Regional Overview

Introduction

The Puget Sound region comprises King, Kitsap, Pierce, Snohomish, and Thurston Counties. King County has the largest population and employment base with growth in technology driven by Amazon, Microsoft, Facebook, and Google. King County has the region’s largest airport, largest university, and the second largest port. Snohomish County includes Boeing’s largest manufacturing facility but has downsized and a Navy Homeport in Everett. Pierce County includes the region’s largest port and its largest military base. Kitsap County has significant military bases. Thurston County has significant government employment.

Regional Overview

The Puget Sound region has been one of the best performing areas in the nation. Even with employment decline in 2020, the regional employment growth was nearly 448,000 jobs in the last ten years, an average of 2.3% per year, outpacing population growth.

Regional and National Economic Indicators	Forecast											
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	
Annual Change												
Puget Sound Region												
Employment	3.1%	3.2%	2.4%	2.3%	2.3%	-5.0%	1.6%	4.3%	1.4%	-0.1%	1.4%	
Personal Income	5.9%	4.7%	5.6%	6.1%	4.5%	5.8%	8.5%	2.1%	5.1%	5.0%	7.4%	
Consumer Price Index	1.4%	2.2%	3.0%	3.2%	2.6%	1.7%	4.7%	8.9%	5.3%	2.5%	2.1%	
Housing Permits	23.5%	-4.5%	7.3%	-6.1%	4.4%	-6.8%	28.3%	-13.3%	-26.9%	4.4%	21.7%	
Population	1.7%	1.7%	1.5%	1.4%	1.3%	1.3%	0.8%	1.1%	0.7%	0.8%	1.2%	
United States												
Employment	2.1%	1.8%	1.6%	1.6%	1.4%	-5.7%	2.7%	4.3%	2.4%	-0.1%	0.2%	
Personal Income	4.9%	2.8%	4.9%	5.3%	3.9%	6.3%	7.5%	2.0%	6.0%	4.9%	6.2%	
Consumer Price Index	0.1%	1.3%	2.1%	2.4%	1.8%	1.3%	4.7%	8.0%	4.2%	2.7%	2.2%	

Source: *The Puget Sound Economic Forecaster, December 2023*

Growth has been driven by technology, and by Amazon which is now the largest employer in the region. From 2012 through early 2020, the region enjoyed a strong economy. In 2020, the world, national, and regional economies faced the unprecedented challenge of the Covid-19 pandemic. Lodging, travel, leisure, and retail sectors saw employment reduction. In 2022, employment surpassed the pre-Covid peak.

The Puget Sound Economic Forecaster is the longest running and primary source of regional data in the market. It is produced by Western Washington University. The December 2023 report includes the latest estimates for employment, personal income, and housing starts. The forecast for 2023 is employment growth of 30,900 jobs or 1.4% compared to their previous forecast of 57,000 new jobs or 2.6%. The increase is expected in Other Services (+28,200 jobs), Government (+6,200 jobs),

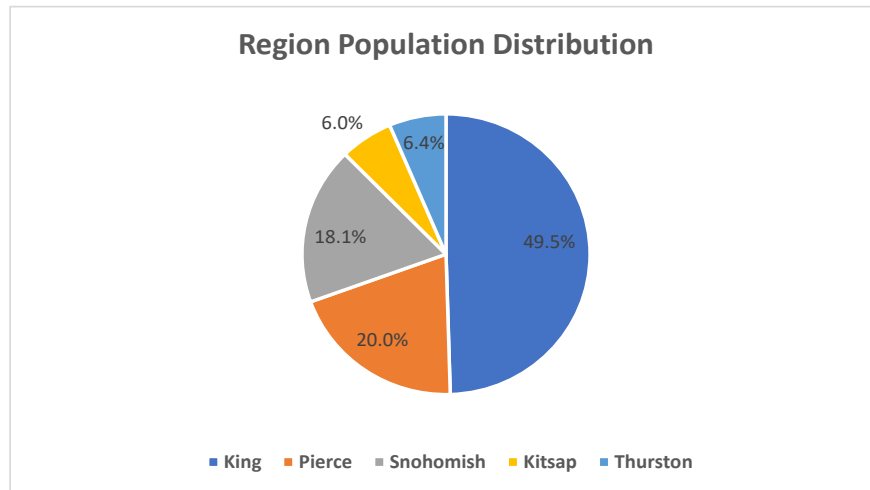


Manufacturing (+2,900 jobs), Retail/Wholesale (+2,000 jobs) and Construction (+1,300 jobs), which is offset by losses in Professional & Business Services (-5,700 jobs) and Information (-5,500 jobs). Looking beyond 2023, employment growth is projected to be slightly negative at -0.1% in 2024 and only 1.4% in 2025.

During 2022, the mean consumer price index (CPI) rose 8.9%, up from 4.7% in 2021 and 1.7% in 2020. To combat inflation, the Federal Reserve signalized tighter monetary policy. In 2022 and 2023, the Federal Reserve raised the interest rate 11 times in an effort to cool off inflation. The federal funds rate is presently at 5.25% to 5.50% and has been at that rate since July 27, 2023. The result is the inflation rate for the past 12 months is 3.4% for December 2023, down from 6.5% in December 2022. The higher interest rates have flowed into economic activity from car purchases to real estate. The stock market continues to be volatile with the S&P 500 down 19.44% in 2022, but up 25% in 2023. The tech-heavy Nasdaq was down 33% in a bear market in 2022 but was up 44.7% in 2023. With the volatility of the markets, some investment capital has shifted somewhat more to real estate, but that is met with challenges given very little product has sold and capitalization rates are up due to higher interest rates.

Population

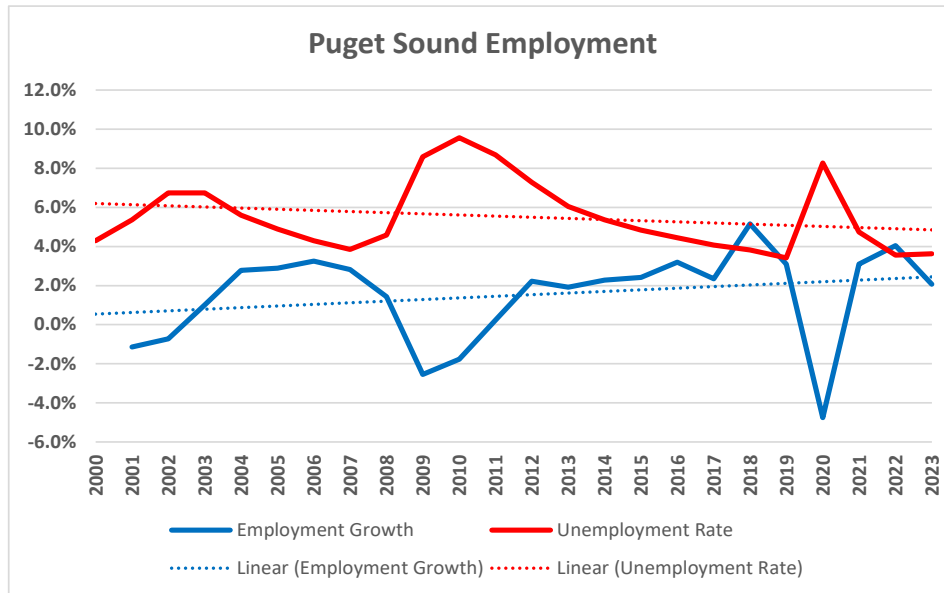
For the past 40 years, the population of Washington has grown nearly 20% per decade. The five counties that comprise the Central Puget Sound Region account for 60% of Washington's 2023 population of 7,951,150. Since 2020, the region's growth has been slower at 1.1% per year. The major change has been declining in-migration. That is tied directly to the slowing job growth (particularly during Covid) and cost of living increases.





Employment

As of December 2023, regional employment was at an all-time high, but has leveled off. Unemployment has inched up at 3.6% compared to 3.4% from one year ago.



Over the past 10 years, Amazon has been the biggest single contributor to employment growth with over 85,000 employees in the state and about 55,000 in the Seattle and 10,000 in Bellevue. So far in 2023, companywide, Amazon has reduced their workforce from 1.62MM to 1.5MM. In Seattle, total employment now stands at about 55,000 compared to 65,000. Amazon supercharged the Seattle tech hub that now includes significant local expansions by Facebook, Google, Tableau, Zillow, Apple, eBay, and Alibaba, in both Seattle and the Eastside. The tech industry accounts for nearly 30% of the local economy. That said, there have been layoffs, including Microsoft and Amazon and other Seattle area startups as venture capital dollars dried up.

Microsoft has 53,576 employees in Washington State as of 2022 (latest available data), about 44% of its U.S. total of 122,000, and 24% of its worldwide total of 221,000. The 500-acre Microsoft Headquarters campus in Redmond includes over 10MM sq ft in 80 buildings. Microsoft is overhauling and expanding its main campus in a multi-year project that started in 2019. Over five to seven years, the company plans 18 new buildings on the campus. The expansion will add about 1.3MM sq ft, room



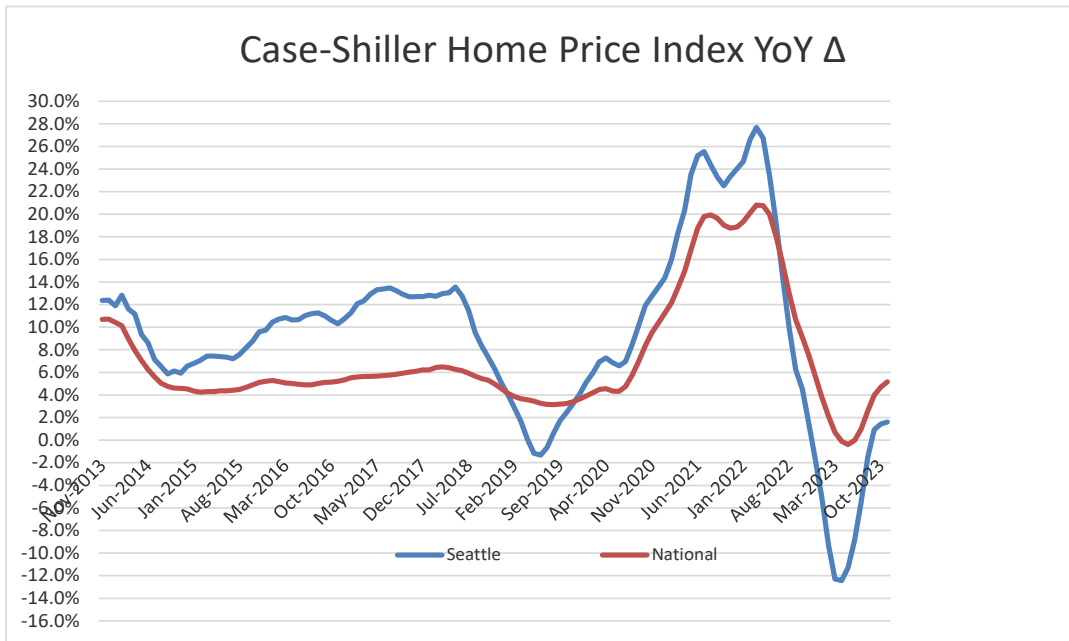
for an additional 8,000 employees. Despite the expansion, Microsoft has laid off about 3,000 worker locally in 2023.

After several years of declining employment in Washington, Boeing's workforce in Washington grew by 6,553 in 2023 and now stands at 66,792 workers, still shy of the pre-pandemic count of 71,829. Most of these employees are in King, Snohomish, and Pierce Counties. The company has seen improvement since resolving issues on the 737 Max and recovering from lack of travel demand due to the pandemic, although the recent grounding due to the mid-air blowout of a fuselage panel on January 5, 2024 is not going to help.

Regional Housing Market

Home values in the region have steadily increased over the last ten years, with demand outpacing supply and mortgage rates at historic lows. The Covid-19 pandemic did not have a negative impact on housing, as a percentage of apartment renters have moved to home ownership. With long-term employment growth and barriers to supply (geographic and government), housing values have appreciated strongly in the region, outpacing the national rate of appreciation. That said, since May 2022 interest rates have been on the rise, and we have seen home prices come down, a trend that continued through February 2023 before starting to rise again through August 2023, before starting another decline in September 2023.

Standard & Poor's Case-Shiller Index has increased 127.2% for the Seattle market over the last ten years, with average year-over-year increases in the monthly index of 9.4%. For this same period, the national 20 city composite index increased 101.2%, with an average annual increase for the monthly index of 7.3%.



Housing-permit activity is the sum of single and multifamily markets. It increased by 23.5% in 2015, and then dropped by 4.5% in 2016. Activity picked back up in 2017, increasing by 7.3%, but dropped again by -6.1% in 2018 and was up 3.6% in 2019, 8.1% in 2020, and 28.3% in 2021 according to the Puget Sound Economic Forecaster. Activity declined again in both 2022 (-13.3%) and 2023 (-26.9%) but is expected to increase 4.4% in 2024 and 21.7% in 2025. Most of this high variability comes from the multifamily segment. With increases in vacancy, apartment development has slowed. Single-family developers have been disciplined; however, the housing market is now finding older households sizing down at the same time the millennial generation is entering the market as first-time buyers.

Commercial Real Estate Markets

With strong employment growth, the region has been a top national investment market. Class A core apartments, industrial, and retail properties are all high on the institutional buyers' list, while the office market with rising vacancies and lack of demand is not.



Vacancy Rates - Q4 2023

Segment	Region	King	Kitsap	Pierce	Snohomish	Thurston
Office	13.2%	15.0%	3.5%	9.3%	8.4%	2.3%
Industrial	6.2%	6.6%	1.4%	6.2%	5.4%	4.8%
Apartment	6.7%	6.8%	7.0%	6.4%	6.7%	7.4%
Retail	3.0%	3.3%	2.7%	2.6%	2.8%	2.0%

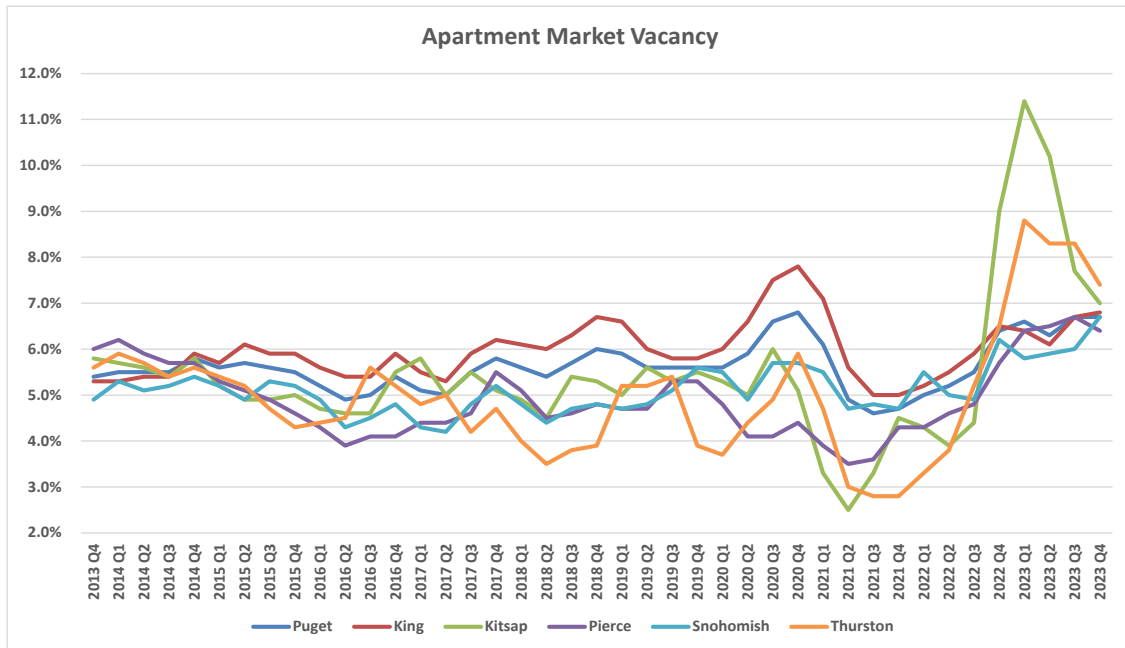
Source: CoStar

For the region, all segments saw increases in vacancy over the past quarter. The office market saw an increase of 70 basis points; the industrial market was up 50 basis points; the apartment market saw an increase of 40 basis points; and retail's vacancy is up 20 basis points. Office is still seeing tepid demand, particularly in the Seattle CBD, the largest market. Retail is also seeing challenges in the Seattle CBD due to lower daytime employment and safety concerns but is more positive in the suburban markets. Industrial continues to see very heavy development activity, although leasing demand has softened.

APARTMENT

The apartment market has slowed down. There has been a disconnect between supply and demand. Developers have added about 9,800 units to the region's inventory over the past 12 months, while about 6,600 units were absorbed. Not surprising, vacancy rates have increased from 6.3% to 6.7% as of the end of 2023. With a robust pipeline of new units delivering at a time of slowing demand, rent growth has slowed. Annual rent growth sits at 1.2%, after reaching an all-time high of 10% two years ago. Areas with a lot of new supply such as Downtown Seattle and Redmond were the first to see negative rent growth in the most recent cycle. They were the first to see rent growth return as that wave of projects leased up.

The pace of multifamily sales in the region has slowed. Over the past 12 months, volume came in at \$2.3 billion, down from a high of \$9.4 billion within the past few years. The five-year average annual sales volume is \$5.4 billion. Cap rates have taken a hit from both an increase in borrowing costs and slowing rent growth, which makes it difficult to take on negative leverage. Pricing has adjusted accordingly. For example, pricing in the upper tier categories were about \$400,000/unit in 2022. In 2023, the average price was around \$350,000 in the same category. Recent cap rates have hovered around 5%, while cap rates in the 3% to 4% range was not uncommon in 2021 and 2022.



The baseline forecast suggests that apartment vacancies will decrease slightly over the next year as demand ticks up. Against that background, the recent slowdown in construction starts should also help in lowering vacancies. This should create upward pressure on rents. Annual rent growth is forecast to be 4% by the end of 2024.

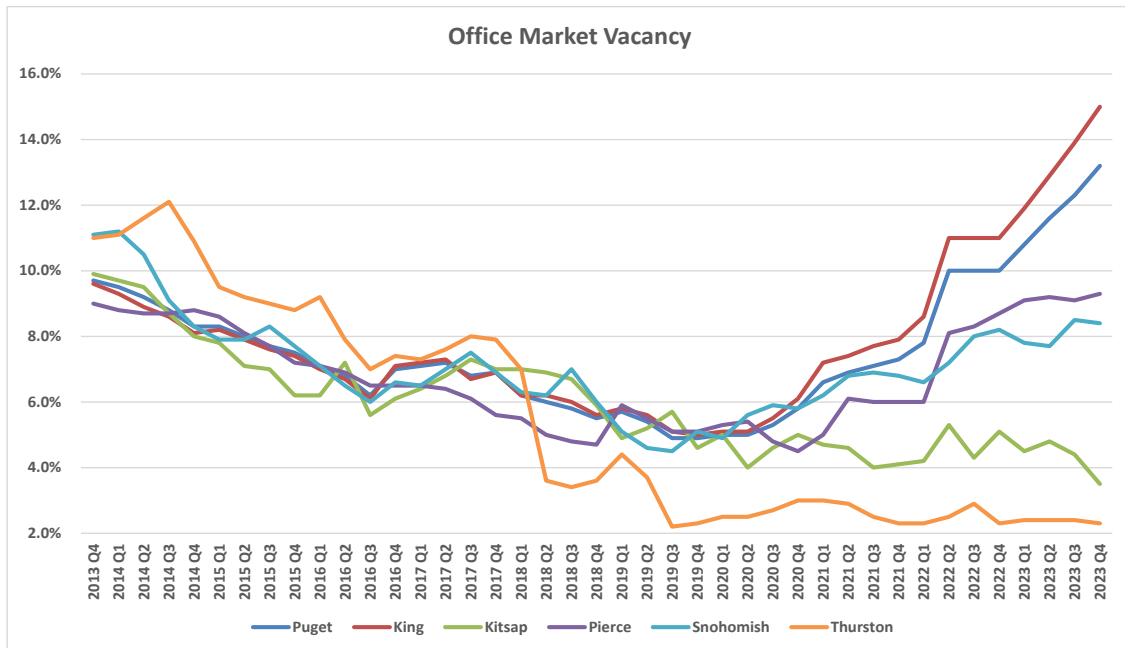
OFFICE

The region’s office market is still very much unsettled as it is currently in one of the most pronounced downturn in more than 40 years. In the past year, occupancy fell by more than 4 million sq ft, the largest one-year drop on record, and it continued a trend that started in 2020. Since the onset of the pandemic, tenants have vacated about 10 million sq ft, or 4% of the total office inventory. By comparison, negative absorption during the dotcom bust was only about 2% of total inventory.

Seattle is most vulnerable than most U.S. office markets because of exposure to tech companies with large leases expiring. With an increase focus on office usage and shrinking headcounts in the tech sector, companies have reduced space requirements. This has resulted in heightened availability in many submarkets. While Seattle proper has seen a consistent rise in vacancy since 2020, Bellevue is now experiencing similar challenges. Move-outs by Microsoft, T-Mobile, and Boeing drove the largest jump in vacancy in the nation in Bellevue’s I-90 corridor in 2023. More than 40% of the space there is now vacant. Downtown



Bellevue could see a jump in vacancy in the year ahead as well. Vacancy there has risen to 10%, but about a third of office space there is available, driven by move-outs by Microsoft.



Regionwide, vacancy stands at 13.2%, with King County struggling the most at 15%, followed by Pierce County at 9.3% and Snohomish County at 8.4%. The outlying submarkets of Kitsap and Thurston Counties are faring much better. Kitsap County's vacancy now stands at 3.5%, while Thurston County, which is driven by State government is at 2.3%. Sublet vacancy in the region, which was 18.3% of total vacant inventory as of mid-2023 now stands at about 16.9%.

Given the lack of tenant demand, rent growth in the past 12 months came in at -1.1% compared to the 10-year average of 3.2%. For comparison, the national benchmark for rent growth over the past year was 0.8%, and the 10-year average was 1.1%. Once factors such as inflation and tenant incentives (free rent and TI allowances) are included, rents likely fell much further than the headline asking rents indicate.

A lack of pressure from new construction is one bright spot for Seattle. The region has one of the fastest-growing office inventories in the nation. Yet, much of the space still underway is owner-occupied or pre-leased,



with Amazon and Microsoft accounting for about half of that. Activity has also slowed rapidly, with starts falling by about 90% in 2023.

Given the major downturn in tenant demand, the office sector has also seen the most dramatic slowdown in sales among property asset classes. With transactions so rare, there is not yet a clear picture of a pricing reset, though one deal closed in early 2023 for 27% less than it last traded in 2019. The property was 95% leased at the time of the sale and was fully leased at the time of the previous sale in 2019. The property traded at a 9.5% cap rate, compared to 6.7% for the prior sale. As rates begin to normalize in 2024, more trades will likely take place. When that happens, a clearer picture of pricing should hopefully emerge.

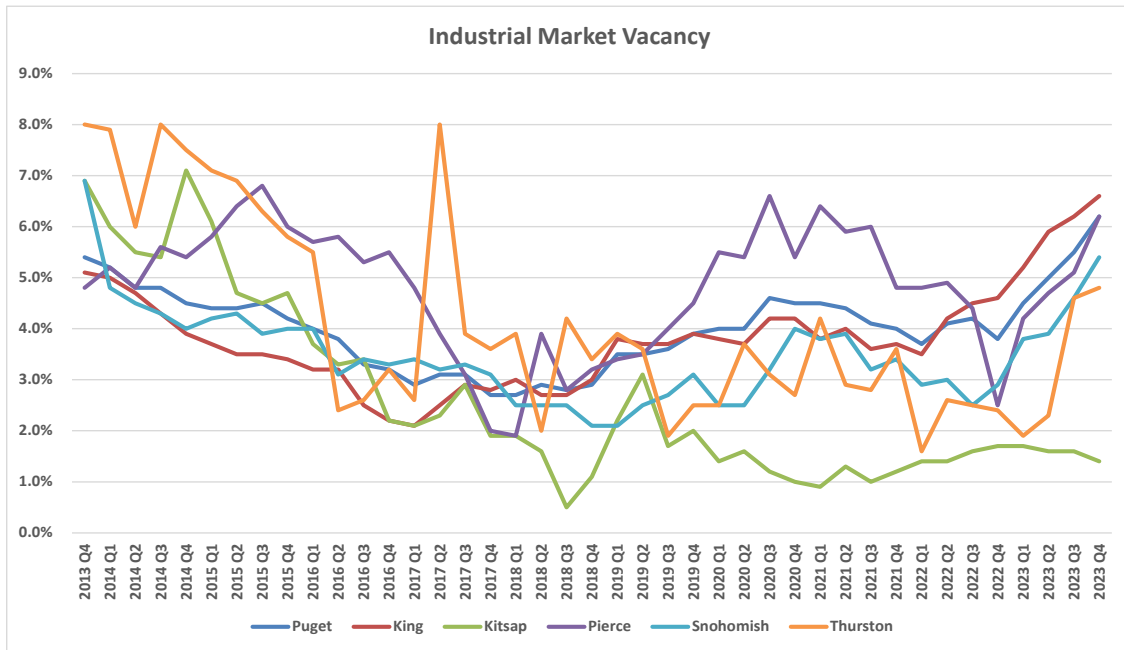
INDUSTRIAL

The region's industrial market which has been performing well even during the pandemic is started to see its vacancy rate rise as of the 1st quarter of 2023 and has continued since, with year-end 2023 vacancy regionwide at 6.2% compared to 3.8% at the end of 2022. King County has the highest vacancy at 6.6%, followed by Pierce at 6.2% and Snohomish County at 5.4%. Thurston is the next highest at 4.8%, while Kitsap County is the only market to improved with 1.4% vacancy compared to 2.0% at the beginning of 2023.

Net absorption for 2023 was -1.6 million sq ft, compared to nearly 5.8 million sq ft of positive net absorption in 2022. Construction volume is down from 14.2 million sq ft at the end of 2022 to 7.4 million sq ft at the end of 2023.

While the vacancy rate is at 6.2%, the availability rate is higher at 8.4%, up from 6.7% from the beginning of 2023 due to a combination of a wave of new construction and a slowdown in leasing volume, along with companies giving back space. One example is Amazon's 92,000 sq ft space at Everett Commerce Center, which was leased in 2017 is now available for sub-lease. Amazon also recently closed a 79,000 sq ft distribution center in Renton. In mid-2023, Costco put a 450,000 sq ft space up for sublease in Dupont that it just leased two years earlier in 2021.

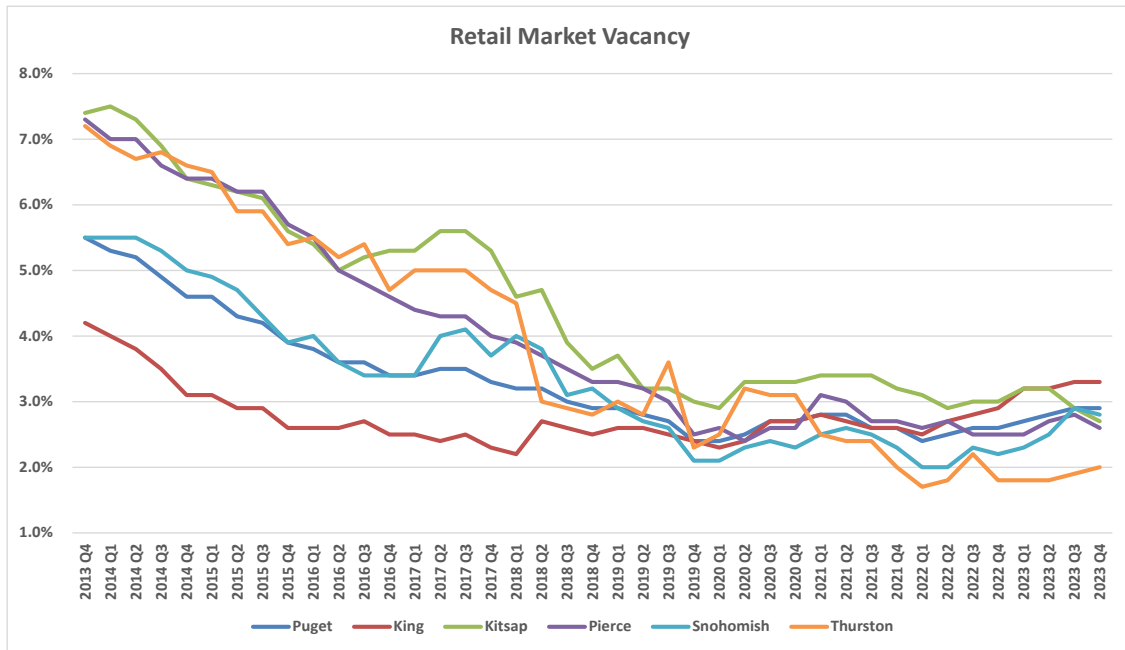
Like the other segments, sales volume in 2023 for industrial properties was down by more than 70%, the slowest pace for industrial sales volume in more than a decade. The large institutional buyers were the most active over the past several years, but in 2023, private buyers and owner/users represented nearly all the sales volumes.



RETAIL

While the retail market overall has the lowest vacancy of the four sectors, over the past 12 months, the vacancy has inched up modestly by 40 basis points to 3.0% as the region had negative net absorption of -404,965 sq ft. A reduction in overall inventory over the past five years, 3.6 million sq ft has been demolished and very little has been added back.

Several mall properties have been repositioned as mixed-use assets with retail space giving way to the multifamily component. Ground level retail in the Seattle CBD is restrained by lower daytime employment and safety concerns. In the suburban areas, it is a different story, much more optimistic with low vacancy and stronger tenant demand and higher rent increases. Over the past three years, King County retail asking rents grew a cumulative 6%, compared to about 10% in the more suburban and rural Snohomish and Pierce counties.



Retail investments in the region was close to \$800 million in 2023, Aside from a slowdown in 2020, this was the lowest sales volume in 12 years. For comparison, 12-months sales volume averaged \$1.5 billion over the past five years, reaching a high of \$2.1 billion in 2021.

Overall, despite a drop in retail demand in downtown Seattle, the retail market remains tight, driven by redevelopment efforts and a shift towards mixed-use. This trend is likely to continue through 2024 given expectations for minimal new supply and an active pace of redevelopment.

HOSPITALITY

In the Puget Sound region, the 12-month average ADR through December 2023 was at \$177, a historic peak high and is the primary driver of RevPar growth. The 12-month average occupancy grew 1.5% year over year, lower than ADR growth, and remains well below previous peak levels, reaching only 67.3%. The growth is attributed to the return of some conferences and conventions and the mega summer events such as the MLB All-Star Game. Seattle also benefits from a surge in leisure travel throughout the summer but still lags in corporate and group travel due to lack of travel from the tech market. As group demand improves, boosted by the Washington State Convention Center's new \$1.9 billion, 1.6 million sq ft building that opened in early 2023, annual occupancy, ADR, and RevPar are projected to grow for the next five years.



The past two years had fewer rooms open after a significant hotel inventory increase from 2017 to 2019, with over 6,500 new rooms added. The slowdown in inventory additions is expected to continue, with only 8 hotels with a combined 1,424 rooms currently under construction. The opening dates are spread through 2026, increasing the region's inventory by 2.8%. Unlike most markets nationally, the under-construction hotel pipeline has increased, despite the Seattle market attempting to absorb pre-pandemic significant supply and the reduction in corporate and group travel. New and major renovations to tourism attracting amenities could spur optimism in the market for developers.

In the past 12 months, hotel sales volume slowed to \$349 million, compared to the previous three-year average of \$410 million. The highest priced deals to transpire were from Pebblebrook Hotel Trust, an active seller. They sold two upper scale Kimpton branded hotels to different buyers for a combined \$97 million, or an average price per key/room of \$308,917.

Area Market Summary

The long-term outlook for the region is for employment growth to be flat to a minor decline of -0.1% in 2024, before rebounding modestly in 2025 to 1.4%. These are down from the prior forecast in September 2023 which had projected a 1.6% increase in employment in 2024. While tech companies have had layoffs, minor growth in the Other Services sector as well as the Government and Professional Business Sectors are expected to more help offset most of the losses expected in manufacturing, construction, wholesale and retail trade, and the information sectors. Going forward into 2024 and 2025, the region should continue to outperform most of the nation, based on the diversified core of the economy anchored by the tech sector.



Industrial Market Overview

Introduction An overview of the region's industrial market is presented first followed by a discussion of the subject's submarket.

Regional Overview 2023 was the year for rumors, bordering on anticipation, of a recession that never materialized. Two elements contributed to keeping any recession at bay: the decreasing inflation rate and the stable job market. These elements buoyed consumer confidence that kept the economy going. Inflation peaked in at 8.9% (annualized) in June 2022, but now stands at 3.3%, creeping nearing the Fed's target rate of 2.0%. The national unemployment rate is 3.7%, with Washington slightly higher at 4.0%. The labor participation rate in Washington is 64.8%, 368 basis points over the national figure of 62.5%, bolstering an optimistic regional outlook. In terms of the real estate markets, the office sector remains the weak link with the regional vacancy at 13.7% (direct and sublease) with an additional 3.4% occupied but marketed as available. The Seattle CBD/Lake Union has the greatest vacancy, 19.6% with 24.9% available. The Seattle retail sector is stronger at 8.9% vacant, with the region very strong at 3.0%. For the industrial markets at yearend 2023, absorption was negative, offsetting the strong Q3 2023 absorption. For Q4, absorption was (-1.07) million sq ft and 2023 ended the year with a net absorption of 1.52 million sq ft. The Northend had the strongest absorption for the year, at 3.24 million sq ft, followed by Thurston County at 1.42 million sq ft. Regional, vacancy is 6.0%, an increase of 120 basis points over Q3. Below are a few notable points:

- 4.3 million sq ft of new product in 23 buildings was added to the region in 2023 bringing the regional inventory to 376.9 million sq ft.
- Construction activity has declined 26.5%, year over year, with 7.9 million sq ft currently under construction in 42 projects. Preleasing stands at 41.9%, led by Pierce County with 67.2% of 4.2 million sq ft under construction preleased.
- Sales activity shows 36 properties closed this quarter, \$133.2 million at an average of \$192/sq ft, with a cap average of 5.11%.

Washington State employment stands at 3,616,100 (October 2023, Revised, Employment Security Department, WA), a 1.6% growth year over year. The four-county region contained 2,278,000 (revised October 2023), or 63% of the State's total. The preliminary November 2023 shows a decrease of 1,300, or 0.1%. The decreases are in Information (-3.9%) and Construction (-2.8%) with gains in Education and Health Services



(5.7%), Government (5.5%) and Wholesale Trade (3.7%). Manufacturing added 5,200 positions, a 3.1% boost to total 171,500 with 4,8500 positions added in King County and 600 positions (3.6%) in Pierce County. Government grew in each of the counties, 5.9% in King/Snohomish, 5.4% in Pierce and 4.0% in Thurston.

The Federal Reserve target rate is at 5.25% to 5.5%, after the last quarter point raise in July. Another quarter point increase was anticipated in November but this did not occur. The ten-year treasury hit a ten year high at 4.88% (10/31/23) but ended Q4 at 3.88%. In terms of lending, Life Companies are looking at spreads of 150 to 250 basis points over the T-Bill, with all in rates ranging from 5.49% to 6.49%. CMBS lenders are still looking for 300 to 400 basis points over the ten-year, with all in rates of 6.63% to 7.63%. With the cost of capital remaining elevated, the sales market has slowed considerably. These rates extend to construction lending as well, putting a damper on any project that was wasn't well underway prior to the rise in interest rates. The general market has not yet come to grips with the elevated cost of capital and buyers and sellers remain far apart on pricing. The capital markets are anticipating the Fed to cut rates throughout 2024, which would have a positive impact on lending but would be done only in a weak economy.

The Northwest Seaport Alliance reports YTD (through November 2023) container volume as 2,711,245 TEUs (Twenty Foot Equivalent), a 14.0% decline from the same period in 2022. The longshoremen union, ILWU, had been working without a contract since July 2022 and instituted work slowdowns and stoppages impacting container traffic in Q1 and Q2 2023. A six-year contract was ratified by the members and announced in August. The agreement will be in force until July 1, 2028, giving the dockworkers a 32% increase in pay plus a \$70 million bonus spread across its 22,000 members. Prior to the new contract, the average union member earned nearly \$195,000 per year plus \$102,000 in benefits ([West Coast Dockworkers Ratify a New Contract](#), Los Angeles Times, September 1, 2023).



Regional Industrial Inventory-Q4 2023

Sub-Market	Size (Sq ft)	% of Market	New Construction
Seattle Close-In	50,441,557	13.6%	863,752
Southend	119,187,331	32.1%	4,207,871
Eastside	21,769,353	5.9%	52,342
Northend	63,678,132	17.1%	2,049,447
Pierce County	94,681,361	25.5%	2,599,243
Thurston County	21,744,184	5.9%	594,117
Total	371,501,918	100.0%	10,366,772

Source: KM & CoStar

Regional Industrial Vacancy Q4 2023

Sub-Market	2017	2018	2019	2020	2021	2022	1Q 2023	2Q 2023	3Q 2023	4Q 2023
Seattle Close-In	1.3%	2.5%	2.9%	3.4%	3.6%	4.5%	6.3%	6.8%	7.1%	7.3%
Southend	3.5%	4.2%	5.7%	6.2%	4.6%	5.2%	5.3%	5.9%	5.3%	7.2%
Eastside	3.1%	2.9%	2.9%	3.4%	3.4%	2.4%	3.7%	2.9%	3.0%	3.1%
Northend	3.6%	2.8%	3.6%	4.8%	3.7%	3.5%	3.9%	6.6%	3.8%	4.9%
Pierce County	2.3%	4.0%	6.3%	7.2%	4.9%	2.6%	3.8%	4.2%	4.7%	6.2%
Thurston County	3.4%	3.3%	3.9%	2.8%	4.1%	2.7%	2.4%	2.3%	2.8%	2.0%
Total	2.8%	3.5%	4.8%	5.4%	4.3%	3.8%	4.5%	5.3%	4.8%	6.0%

Source: KM & CoStar

Regional Industrial Absorption

Sub-Market	2017	2018	2019	2020	2021	2022	2021	2022	Q1 2023	Q2 2023	Q3 2023	Q4 2023
Seattle Close-In	348,904	(152,471)	(310,622)	(1,232,574)	(500,063)	174,208	(500,063)	240,582	(285,334)	(353,073)	(205,493)	(214,680)
Southend	(3,499)	1,485,673	(1,180,425)	(86,475)	2,276,585	2,238,831	2,276,585	2,678,546	184,239	(229,402)	(1,194,056)	149,495
Eastside	(838,729)	65,431	7,309	179,627	144,133	118,310	144,133	106,828	(315,495)	(53,513)	19,468	(13,604)
Northend	607,567	621,339	311,381	661,783	878,829	248,874	878,829	1,612,645	191,072	(101,274)	3,327,628	(181,795)
Pierce County	4,336,755	1,704,213	1,070,246	2,516,829	4,872,128	800,964	4,872,128	5,680,107	(568,882)	324,467	419,383	(801,919)
Thurston County	685,333	1,354,700	306,357	1,522,122	3,409,152	183,902	3,409,152	306,509	538,313	(77,765)	976,385	(12,488)
Total	5,136,331	5,078,885	204,246	3,561,312	11,080,764	3,765,089	11,080,764	10,625,217	(256,087)	(490,560)	3,343,315	(1,074,991)

Source: KM & CoStar

Submarket Review

Seattle Close-In Review

Brokers report little activity in Q4, with vacancy increasing to 7.3%, up 20 basis points from Q3 and 283 basis points over YE 2022. Total inventory decreased by 78,271 sq ft and absorption was (-214,680) sq ft for the quarter, with 2023 totaling -1,058,580 sq ft.

Seattle Metro Logistics, Trammel Crow's two story, 702,429 sq ft distribution facility on Terminal 106 south of S Spokane St. on East Marginal Wy. S is anticipated to deliver in Q2 2024. This project will have standard truck courts on two levels, two-way capabilities on the access ramps with market preferred 30' clear height and ESFR sprinklers.

Sale volume was \$9.88 million in five closed transactions, averaging \$221/sq ft. Only one sale exceeded \$3,000,000, 1421 S Dearborn St that



traded in an owner user transaction. There are 23 listings for sale, averaging \$300/sq ft with an average size of 33,241 sq ft and an average cap rate of 6.0% (leased assets only).

Average asking rental rates on a blended basis (office/warehouse combined) increased slightly, from \$1.38/sq ft to \$1.41/sq ft.

There remains available yard space on the sublease market. During Covid, yard area was saw strong demand that pushed yard rates to \$0.40 to \$0.65/sq ft depending on location and condition. Currently, subleases are available at 50% to 75% of the face rate with little activity.

Southend County Review

The Southend inventory grew by 2.95 million sq ft in 2023, with (-1.09) million sq ft absorbed. Vacancy has climbed 191 basis points, at 7.2% at YE 2023. Inventory now totals 120.8 million sq ft.

2.77 million sq ft in 45 signed leases are expected to occupy over the next nine months that should reduce vacancy but there are four projects expected to deliver 1.44 million with no preleasing.

Seven sale transactions totaling \$30.0 million, averaging \$218/sq ft were recorded in Q4 2023. with an average 5.64% cap. Hui Intertrading purchased a 27,525 sq ft manufacturing building in Kent in an owner user transaction for \$7.6 million, or \$276/sq ft.

Average asking rents (blended) were \$1.04/sq ft in Q4, a 2% increase over Q3, exceeding the high of 2021 of \$1.03/sq ft.

Shell rates have remained flat with new construction in the upper \$1.25 to \$1.35/sq ft, typically 30' to 36' clear heights with office add-on now \$1.50/sq ft. Even older, well-located product with inferior truck courts and clear heights achieve \$1.15/sq ft on the shell.

Land pricing has come down from highs in the \$60 to \$70/sq ft from 2022, with the latest site on 84th Ave. S trading in December for \$37/sq ft. This site had a general commercial zoning but did allow a modicum of industrial uses.

Eastside Review

The Eastside has stabilized somewhat, losing only 8,238 sq ft of product in 2023 in the transitioning Bel-Red corridor. This is with the addition of two buildings totaling 71,211 sq ft. Vacancy is 3.1%, up 12 basis points in Q4 with (-13,604) sq ft absorbed.

Two buildings are under construction. Alpentel Logistics will add 115,575



sq ft in North Bend in Q2 2024 and Cedar Grove Phase II, Building C will add 6,144 sq ft in Q2 as well. There is no reported preleasing.

Leasing activity shows 11 tenants took occupancy in Q4, leasing 59,909 sq ft. Looking forward over the next nine months, only three leases have been signed totaling a paltry 3,872 sq ft. The submarket is well occupied but demand is low.

Rental rates have softened slightly, from \$1.94/sq ft in Q2 to \$1.75/sq ft in Q4. Warehouse lease rates with high-bay warehouse manufacturing space range between \$1.25 to \$1.80/sq ft/mo. With office rates are between \$1.75/sq ft to \$2.50/sq ft.

Evergreen Ford purchased a 7,500 sq ft grade served building in Issaquah for \$4,000,000, or \$533/sq ft. This owner user sale is located two blocks from I-90 for the quasi-retail use.

Northend Review

The Northend has added 731,961 sq ft in Q4 and for the year, 8.83 million sq ft. With the addition, absorption was weak at (-181,795) sq ft but the 2023 total was 3.24 million sq ft. Vacancy increased from 3.8% in Q3 to 4.9% in Q4. There are ten projects under construction that will add 975,176 sq ft and are currently 34.6% preleased. These are anticipated to deliver by the end of Q2 2024.

28 leases commenced in Q4, totaling 171,008 sq ft. Looking forward, nine leases totaling 195,455 sq ft are scheduled to commence between January and September 2024. Brokers report activity in the 5,000 to 10,000 sq ft spaces but those over 20,000 sq ft have few inquiries.

The blended rate declined 8.5% from Q1 2023 at \$1.29, to \$1.18/sq ft. This is 2.5% below Q2 and Q3 but it brokers report that the decrease has leveled off. This is warehouse rates ranging \$0.90-\$1.35/sq ft/mo. depending on age and location. Office rents are \$1.80-\$2.00/sq ft for second generation space and \$2.00-\$2.50/sq ft for first generation.

Q4 2023 saw four sales, totaling \$8,625,000 with one a redevelopment lay for DR Horton. The balance were owner user transactions of smaller, lower quality properties.

Land remains available in Marysville / Arlington and there 29 proposed projects totaling 4.4 million sq ft. Land prices peaked in the range \$18 to \$30/sq ft range for finished sites and \$6 to \$15/sq ft for raw sites but since the cost of capital has increased substantially, there have been no trades to mark any price reduction.



Pierce County Review

Vacancy continues climbing, reaching 6.2% at YE 2023. This is a 140.9% increase over YE 2022 of 2.6%. Absorption was (-801,919) sq ft for Q4, and (-626,951) for all of 2023. Absorption was positive in Q2 and Q3 2023, 324,467 sq ft and 419,383 sq ft respectively. This had offset the negative absorption of Q1 (-568,882) sq ft. There was 3.44 million sq ft added to the inventory.

Seven projects are under construction, totaling 1.7 million sq ft with 24.9% preleased. Delivery of this product is anticipated by Q2 2024.

28 leases commenced in Q4, totaling 454,596 sq ft. In the upcoming nine months, there are 18 leases totaling 2.86 million sq ft. Five of these leases are 300,000 or larger. Tenants include Boeing and General Electric.

There were five Pierce County sales, totaling \$27.3 million, with average price at \$128/sq ft, and cap rates averaging 4.7%. The largest transaction was the JM Eagle purchase of the PW Pipe Building in the Port of Tacoma (owner user) for \$16,000,000, or \$177/sq ft.

Shell rates range \$0.90-\$1.30/sq ft/mo., NNN, plus add-on office rates of \$1.00-\$1.60/sq ft/mo. The average blended rate dropped from \$1.03/sq ft in Q1 to \$0.80/sq ft in Q4. This level is in the range of the averages in YE 2020 and 2021.

Land values remained suppressed, about 25% to 50% below the highs of two years ago, depending on location and access. Entitled sites are available for \$35/sq ft with raw sites as low as \$6.00/sq ft.

Thurston County Review

Vacancy in Thurston County is the lowest in the region, at 2.0% with an inventory of 22.2 million sq ft. This is 75 basis points below the YE 2022 and the lowest since YE 2016. This submarket added 3.19 million sq ft in 2023 and is now larger than the Eastside submarket. Absorption for Q4 was (-12,488) sq ft but for 2023, totaled 1.42 million sq ft.

Construction has slowed with five projects totaling 145,950 sq ft underway, 63.2% preleased. In Q1 2024, 55,250 sq ft is anticipated to be delivered and the space is fully leased. The remaining projects are below 30,000 sq ft with 35,000 sq ft preleased. The pipeline remains full, with ten proposed projects totaling 3.7 million sq ft with Parsons South Sound Logistics being 1,371,040 sq ft in one, possibly two buildings and Tumwater Corporate Park proposing two buildings over 470,000 sq ft.

Four leases commenced in Q4, with one at 12,000 sq ft and the balance



below 4,900 sq ft. There is one lease to commence in the next nine months, a 4,500 sq ft lease in Lacey.

Average blended rents have increased from \$0.72/sq ft in Q1 to \$0.82/sq ft, rising \$0.07/sq ft in the past quarter. Shell rents range between \$0.45-\$0.65/sq ft on larger spaces and office add-on rates were \$0.90-\$1.25/sq ft. Smaller spaces are \$0.50 - \$0.70/sq ft on the shell with office add on at \$0.95-\$1.25/sq ft.

There were three sale transactions in Q4, totaling \$5.7 million. The average was \$119/sq ft for the older, metal framed buildings. Land remains available with raw sites ranging from \$2.40 to \$6.50/sq ft. Challenges to development include the typical wetland issue plus the protected species, the Pocket Gopher that inhabits much of the developable land.

Significant Transactions-Q4 2023

Sales have slowed but below are several notable transactions:

- Terreno Realty purchased a sub-30,000 sq ft Factoria area warehouse (13045 SE 32nd St., Bellevue) from a local investor for \$417/sq ft.
- The Alamo Group, Inc. sold the 27,525 sq ft building in Kent to Hui Intertrading for \$276/sq ft, \$7,600,000 as an owner user transaction.
- CapRock Partners purchased the Reserve at Woodinville for \$34.2 million from ARES Management in the region's largest transaction. The 159,869 sq ft traded for \$214/sq ft with a cap rate near 4.5%.

Notable leases include:

- Boeing – Frederickson One, Bldg. 7, Spanaway – 312,225 sq ft.
- Boeing – Frederickson One, Bldg. 4, Spanaway – 533,393 sq ft
- General Electric – FRED310, Bldg. G, Puyallup – 435,791 sq ft.
- Boeing – CenterPoint Seattle, Seattle – 414,528 sq ft
- CMI – Pacific Coast Corporate Park, Fife – 402,342 sq ft
- Thyssen Krupp – Park 277, Bldg. E, Auburn – 322,465 sq ft



Investment Market

Sales volume in Q4 was \$133.2 million, a 22.6% decline from the activity in Q3. 2023 totals \$650.4 million, a 57.6% decrease from 2022 of \$1.53 billion, itself a 15% drop from the record set in 2021 of \$1.8 billion sold. The average cap rate decreased to 5.1%, from 6.1% in Q3, a drop 16.4%. The following table includes all sales for the quarter.

REGIONAL INDUSTRIAL SALES

Year	Sales	Total SF	Total \$ Volume	Avg Size SF	\$/SF	Avg Cap Rate
Q4 2023	36	703,458	\$133,157,289	20,099	\$192.16	5.11%
Q3 2023	37	679,410	\$172,025,809	18,873	\$232.40	6.07%
Q2 2023	50	1,534,658	\$130,562,326	30,693	\$173.89	5.66%
Q1 2023	44	1,019,503	\$214,673,076	23,709	\$214.32	4.96%
2022	225	6,448,523	\$1,534,000,738	29,179	\$250.83	4.94%
2021	299	8,640,317	\$1,831,960,045	29,389	\$200.73	5.56%
2020	219	5,286,394	\$1,013,193,960	24,819	\$176.22	5.37%
2019	221	6,589,523	\$1,218,685,821	30,649	\$180.77	5.83%
2018	226	6,499,267	\$1,042,331,755	29,951	\$156.33	5.81%
2017	189	4,678,354	\$891,516,631	26,317	\$180.28	6.52%
2016	230	5,735,852	\$793,402,844	26,191	\$119.98	6.42%
2015	216	6,175,386	\$814,320,245	30,877	\$120.79	6.94%
2014	233	6,262,154	\$710,667,750	28,081	\$101.07	7.05%
2013	199	6,167,342	\$668,754,889	33,158	\$98.70	6.47%
2012	215	6,358,927	\$628,498,617	31,954	\$90.34	7.03%
2011	120	4,640,654	\$399,925,664	40,354	\$84.12	8.07%

Source: CoStar

Regional Conclusion

The region's industrial market remains stable, even given the increase in vacancy and the rising interest rates over the past 18 months. Net absorption for Q4 was negative, but the year ended with 1.52 million sq ft absorbed, buoyed by the strong Q3 absorption driven by the Pierce County market. Construction activity remains high at 7.83 million sq ft under way and 41.9% preleased. Construction costs have flattened over the past six months but remain high. Inflation has moderated but energy prices remain high, impacting logistics and the region's retailing giant, Amazon. Developers have been mostly successful increasing rents to offset these higher costs, but as tenants are squeezed from the combination of higher borrowing costs and inflation, there is less optimism that the rents will continue to cover construction costs. With these headwinds, the regional demand for industrial space has softened. On the investment side, things continue to slow as sellers have yet to adjust to rising capitalization rates as a result of the increasing cost of capital. Given these challenges, the outlook for the near to mid-term remains stable.



**SeaTac/Burien
Industrial Submarket**

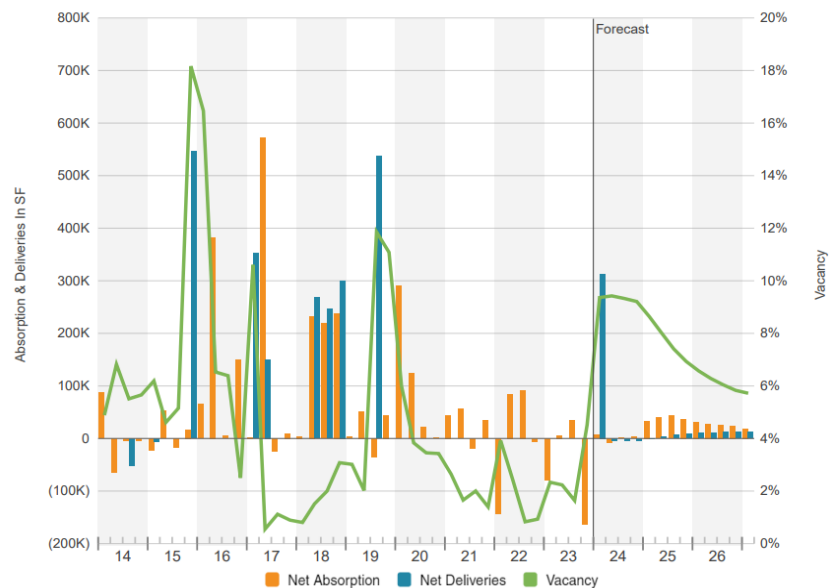
The subject falls within the SeaTac/Burien industrial submarket as tracked by CoStar. This submarket is characterized by its central location near SeaTac Airport, midway between the Port of Tacoma and Port of Seattle. CoStar surveys 144 existing buildings totaling about 5.7 million sq ft.

Since the end of the last recession, more than 2.0 million sq ft of new supply has been delivered mainly at Des Moines Creek Business Park. Just west of the subject, at Des Moines Creek Business Park West, the Port of Seattle has proposed a 402,380 sq ft industrial building to be developed by Panattoni. The proposal utilizes the subject parcel as an access road to the project.

IAC Properties delivered its 457,000 sq ft IAC Commerce Center SeaTac in the second quarter of 2019 without a tenant in place. This contributed to a spike in vacancies in the submarket but the project is now fully leased to Amazon and Alaska Airlines.

Bridge Point SeaTac 300 is under construction on S 200th St. This two-building project will deliver 315,990 sq ft later in 2024. Leasing activity has not been announced.

Net Absorption, Net Deliveries & Vacancy

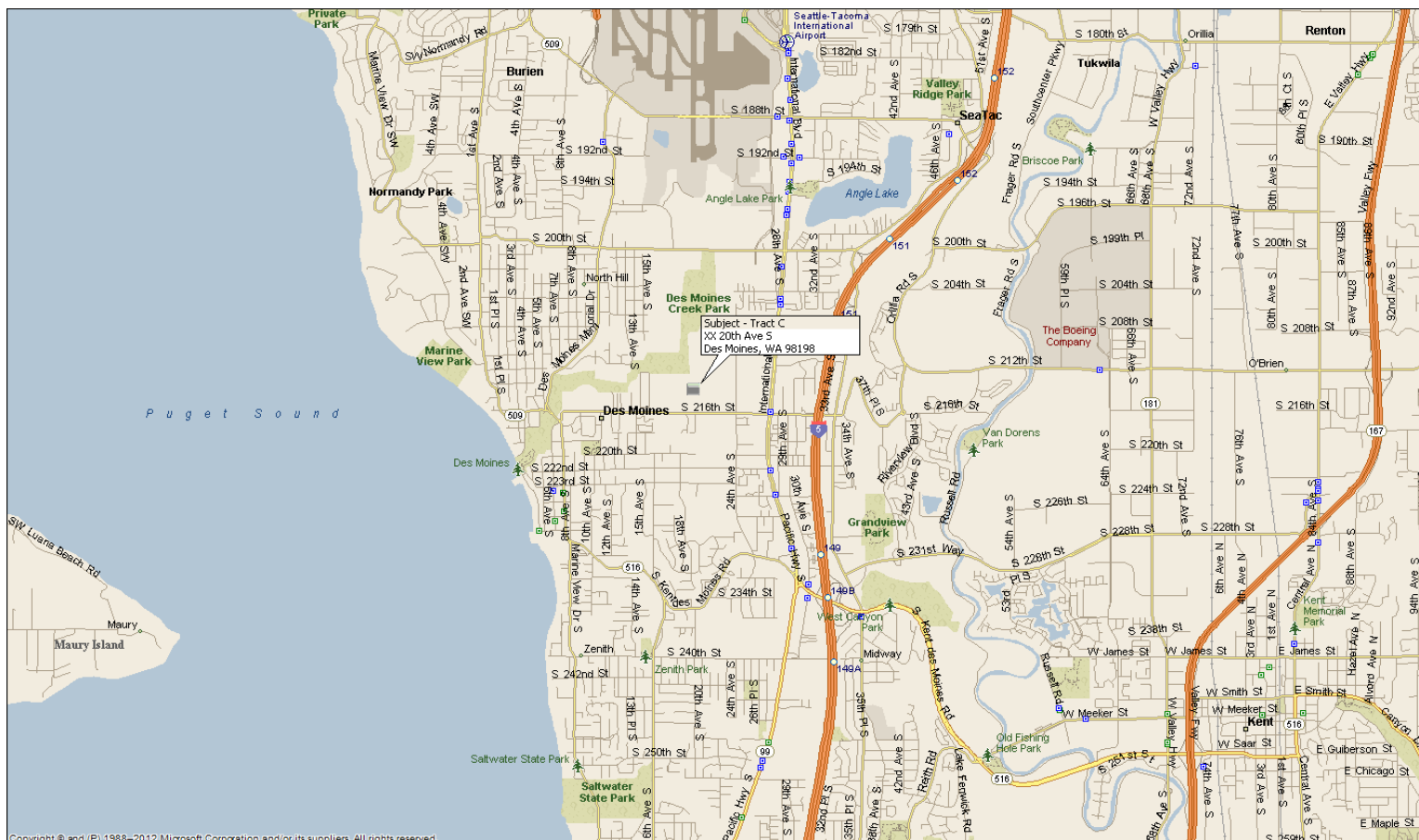




The current vacancy rate is 4.48% which is near the ten-year average but well above last year's vacancy rate of 2.33%. Market vacancy has typically hovered at historic lows below 3.0% in recent years, subject to some spikes as large new projects delivered to the market.

Rental rates have experienced significant growth in the past decade with average annual rent growth of 7.7%. Much of this rent growth was realized between mid-2021 and mid-2023 with annual growth as high as 11.1%. The current average asking rent is \$1.43/sq ft/month which is 7.7% above last year.

Overall, the SeaTac/Burien submarket remains stable. Limited new construction and a desirable close-in location bode well for the submarket.



Neighborhood Map



Neighborhood Description

Introduction

The subject is in the city of Des Moines in southwest King County. The city is about 13 miles south of Seattle, 00 miles north of Tacoma, and 1.5 miles southeast of Seattle Tacoma International Airport. The city is located on the shores of the Puget Sound and includes six miles of shoreline and an active marina. The strategic placement between the region's two strongest ports has led to this being one of the more convenient bedroom communities in the region. Residents have relatively short commutes to the Seattle and Tacoma CBDs and easy access to the industrial Kent Valley.

Neighborhood Character

The immediate neighborhood consists primarily of retail, professional services, residential and industrial uses. Commercial uses are located along primary arterials particularly SR 99 known alternatively as International Boulevard and Pacific Highway S. Single family uses are located off the major arterials.

The older downtown core of Des Moines is located to the west along the Puget Sound. It comprises older storefronts and retail strips that include a mix of retail uses including restaurants, flower shops, hair and nail salons, an older single screen movie theater, and clothing shops. There is a mix of older office spaces and newer office buildings and fuel service stations located along this street as well. Most tenants are local businesses often owned by city residents.

The subject is adjacent to significant new industrial development known as Des Moines Creek Business Park and constructed by Panattoni on land owned by the Port of Seattle. This 89-acre business park has about 2 million square feet with distribution warehouse uses and offices for the FAA. This project greatly increased the stock of newer industrial buildings in the immediate area.

To the west of the subject are primarily single family residential neighborhoods.

Highline Community College

Highline Community College was founded in 1961 as the first community college in King County. The main campus is 80 acres. As of 2022, there were approximately 14,100 students including credit and non-credit students. The college employs 724 people.



**Access &
Infrastructure**

Excellent transportation access is provided to this area by I-5, Pacific Hwy. S (Hwy. 99), Kent-Des Moines Rd (SR-516), Marine View Dr. S (SR-509), SeaTac International Airport, express bus routes, and Link light rail service. SR 99 serves as a primary arterial on the eastern border of the city on which many retail services are located. Significant east-west arterials near the subject include S. 200th St, S 216th St, and S. 240th St.

Sound Transit's Angel Lake light rail station is at the north edge of the neighborhood at the intersection of S 200th St. and Pacific Hwy. S. This is the most southern stop of the existing line and provides access north to the Seattle CBD. Currently there are 19 stops in service, ending at Northgate. By late 2024, the Lynnwood Extension will add 8.5 miles of track with four stations in Mountlake Terrace, Shoreline, and Lynnwood. Heading east from Seattle, the 14-mile East Link Extension is expected to open in phases between 2024 and 2025 with service to Bellevue and Redmond. The Link will eventually extend north to Everett in 2041 and south to Federal Way and Tacoma. The Federal Way Extension will add three stops south of the existing Angel Lake station. Construction is underway with this segment expected to open in 2026. The Tacoma Extension is still in planning.

The neighborhood is well-served by major transportation routes and good linkages. Overall, access to and through the neighborhood is considered good.

Demographics

The typical use of circular area definitions is appropriate for the subject. The table on the following page summarizes the demographics within a one-, three-, and five-mile radius from the subject, as well as the city, county, and state.

In terms of household incomes, the data illustrates a middle-class neighborhood with incomes below the city and county averages. Home ownership rates are lower than the broader region. Median ages are lower and average household sizes are larger. Going forward, population growth rates are expected to decrease across the board with the one-mile radius having the highest projection at 1.0%.



Summary of Demographics

Demographics	Radius From Subject			City	County	State
	1-Mile	3-Mile	5-Mile			
2010 Population by Census	13,952	70,804	170,528	29,717	1,931,269	6,724,540
2023 Total Population	16,556	82,510	200,436	33,496	2,344,852	7,962,223
2028 Population Projection	17,417	84,202	204,026	34,023	2,414,039	8,196,106
Average Annual Growth Rate ('10-'23)	1.3%	1.2%	1.3%	0.9%	1.5%	1.3%
Projected Annual Growth Rate ('23-'28)	1.0%	0.4%	0.4%	0.3%	0.6%	0.6%

Current Estimates 2023

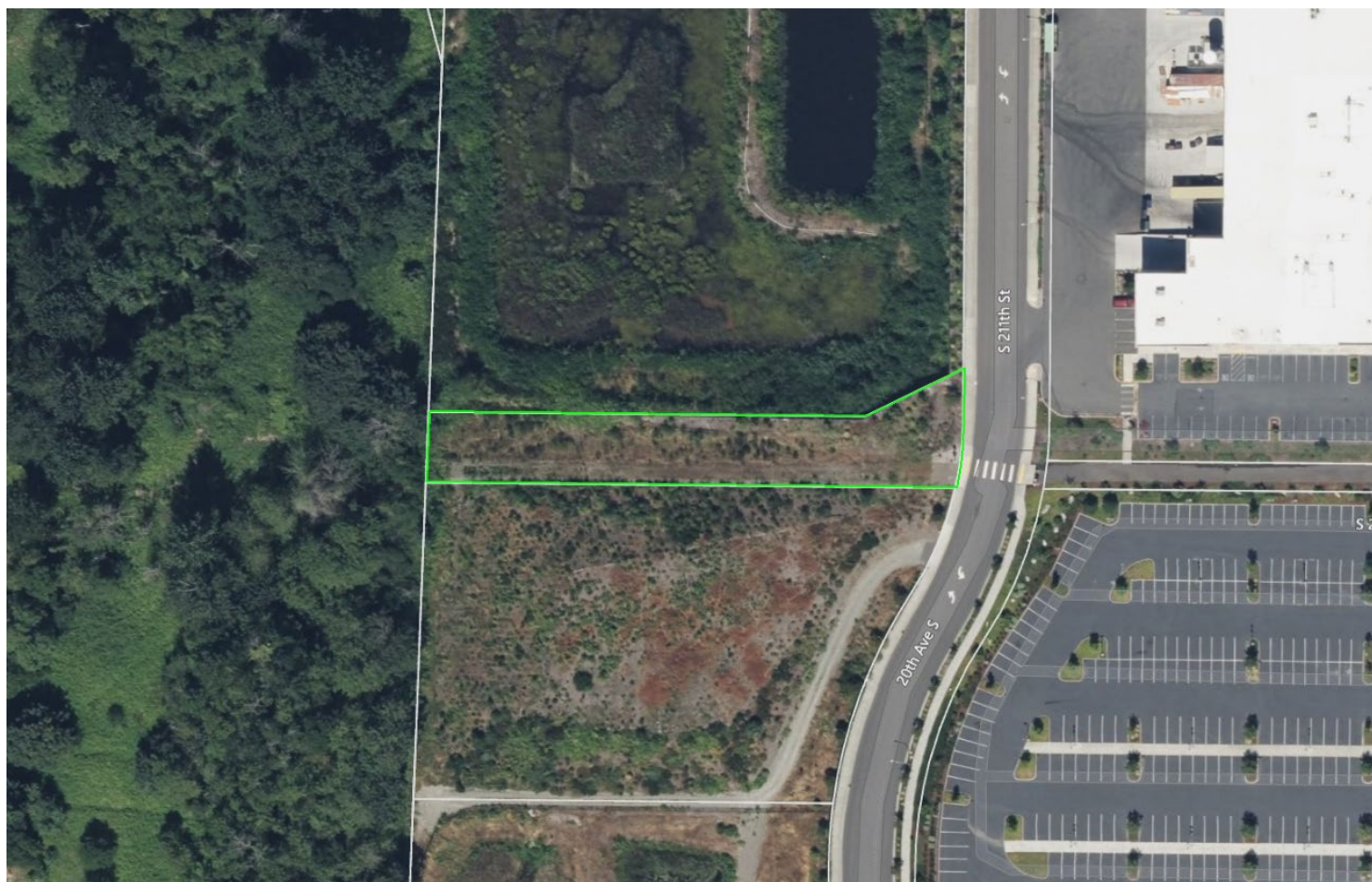
Number of Households	5,557	30,686	74,639	12,657	951,594	3,089,990
Number of Housing Units	6,138	32,415	78,675	13,409	1,004,653	3,317,580
% Owner Occupied	33.8%	51.8%	47.7%	56.0%	53.2%	59.7%
% Tenant Occupied	56.8%	42.9%	47.2%	38.4%	41.5%	33.4%
% Vacant	9.5%	5.3%	5.1%	5.6%	5.3%	6.9%
Average Household Size	2.74	2.62	2.64	2.59	2.42	2.53
Median Age	35.8	38.5	37.5	40.4	38.9	39.3
Median Household Income	\$63,361	\$79,276	\$78,633	\$80,330	\$116,050	\$89,067
Per Capita Income	\$33,714	\$41,468	\$41,348	\$42,720	\$67,884	\$49,813

Summary

The immediate neighborhood is a mature built-up area with primarily industrial and single family residential uses. Commercial uses are located along primary arterials particularly SR 99. Single family uses are located off arterials mostly to the west of the subject . Demographics are somewhat below average but the neighborhood is well-located with I-5, SR-516, SR-509, the Link light rail, and the nearby Seattle-Tacoma International Airport providing excellent regional access. Overall, the long-term outlook for the neighborhood is good with its proximity to employment centers.



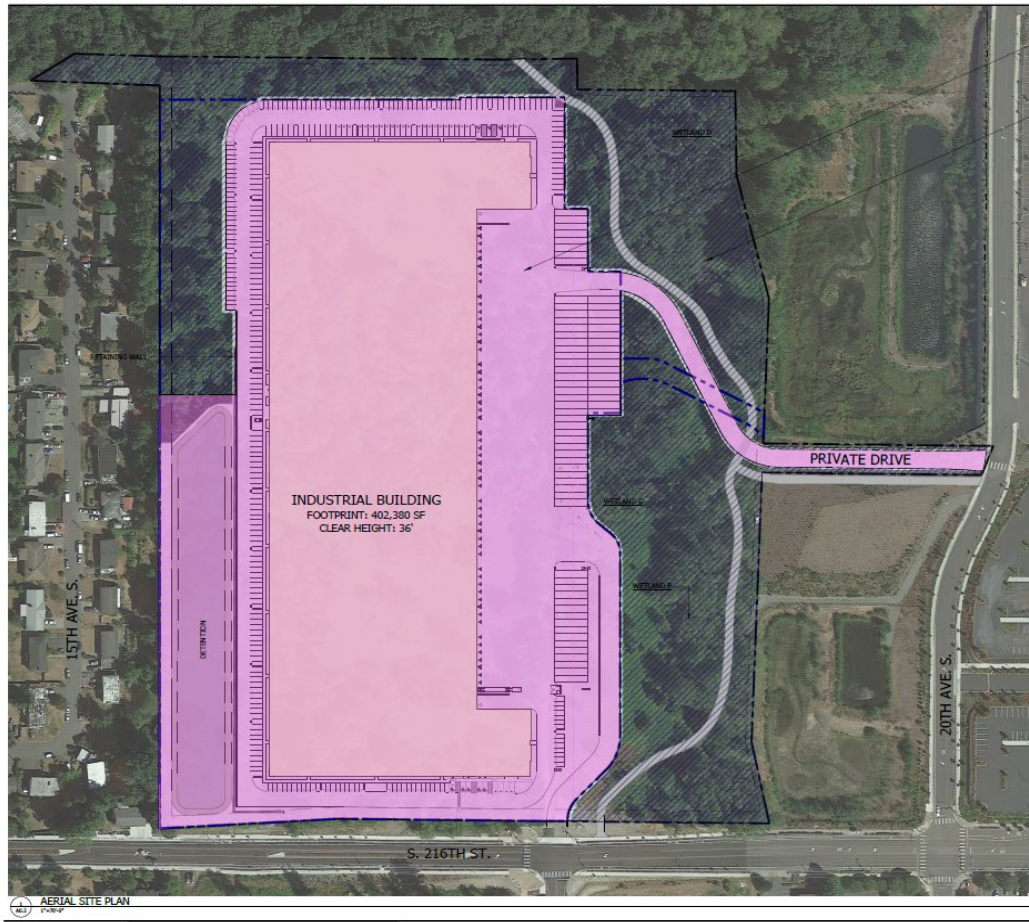
Property Description



Aerial Photograph (North is Up, Boundaries are Approximate)



Tract C
KM Job A24-0192



AREA A
883,153 SF
(20.27 ACRES)

AREA B
440,846 SF
(10.12 ACRES)

NELSON

Nelo Architecture, Inc.

1300 7th Ave.
Suite 1300
Seattle, WA 98101
Phone: 206.464-6000
www.nelsonawac.com



PANATTONI
PANATTONI
DEVELOPMENT
1812 DUCK STREET, STE 100
TACOMA, WASHINGTON 98402

DIES MOINES CREEK WEST
S 216th STREET & 20th AVE S
DIES MOINES, WASHINGTON
Description: No. Date: 04/16/2022

EXHIBIT SITE PLAN

Proj. No: 23-0000133-000 Issued: 04/16/2022

EX-01

Proposed Site Plan

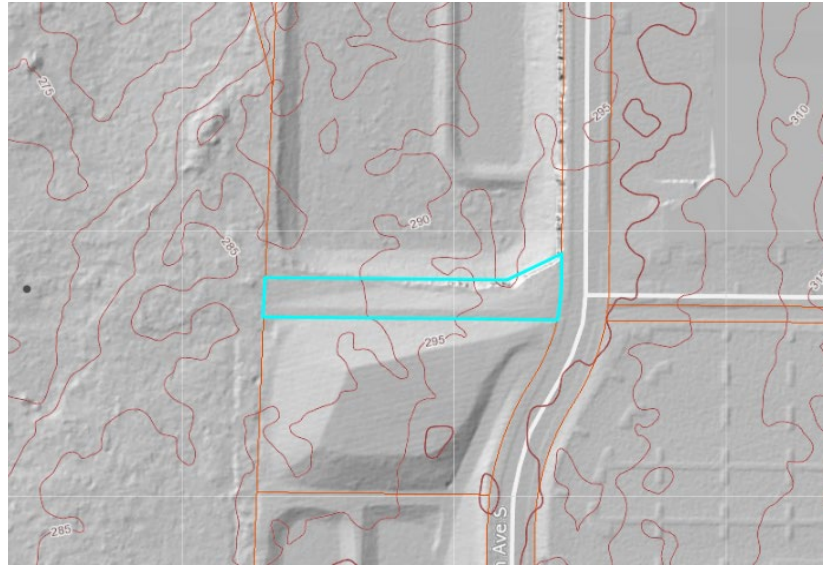
Kidder Mathews
Valuation Advisory Services

Property Description
Page 44



Site Description

Street Address	XX 20th Ave S Des Moines, WA 98198
Site Dimensions	The subject tax parcel is 0.45 acres or 19,637 sq ft according to county records and the 2016 short plat. As mapped on the previous pages, the subject is long and narrow in shape. It measures about 367 ft in length. Width ranges from about 50 ft to 85 ft.
Streets, Access & Exposure	Access to the subject is by 20 th Ave S, a two lane paved road with a center turn lane, sidewalks, and street lights. At the subject is a crosswalk with push button activated flashing lights. 20 th Ave S connects with S 216 th St just south of the subject. SR-99 (Pacific Hwy S) is about ½ mile east via S 216 th St. Access to I-5 is via the S. 200 th St or SR 516 interchanges each about two miles away. Overall, the subject's access and exposure are average for this location.
Earthquake Zone	The International Building Code (IBC) is the building code in Washington State. The IBC uses a parameter called the Seismic Design Category rather than seismic zones used in previous building codes. The Seismic Design Category is a function of three parameters: ground motion, soil type and building occupancy. The typical Seismic Design Category in the Puget Sound is category "D" or greater, but because these parameters interact, this category can vary. The higher the category (A is lowest, F is highest), the more stringent the structural requirements. As the appraisers do not possess the expertise in seismic, structural & geotechnical engineering, further analysis is required to determine the subject's degree of risk.
Utilities	All typical utilities are available to the property and are of sufficient capacity to support the highest and best use of the site.
Topography and Soil Conditions	The subject has moderately sloping topography. Along the southern boundary is a graded gravel road with a downward slope to the west. North of the gravel road, the subject slopes downwards towards the retaining wall along the northern parcel boundary.



King County Elevation Contour Map with Hillshade

According to the USDA web soil map, shown below, the west end of the subject is comprised of Urban land (Ur). The east end of the subject is comprised of Arents, Alderwood material, 6 to 15 percent slopes (AmC).

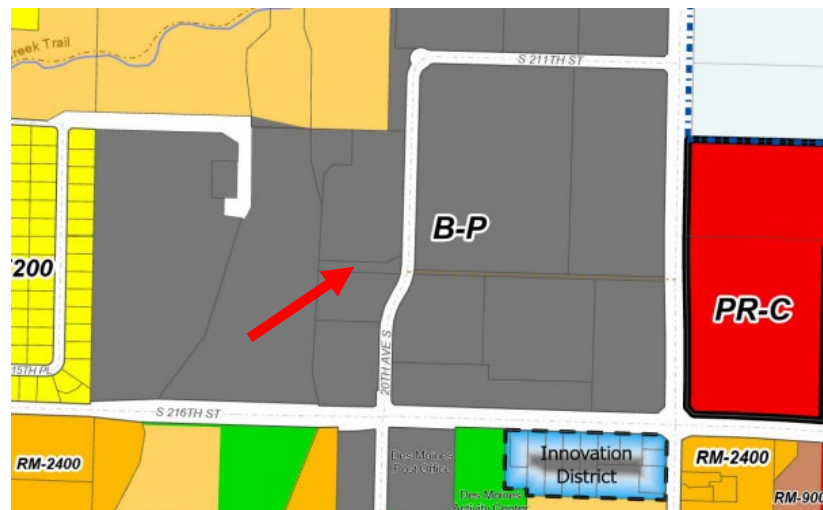


USDA Soil Map



Flood Zone According to the Flood Insurance Rate Map No. 53033C0966G, effective August 19, 2020, the subject site is in Zone X, an area outside the 100-year floodplain. This map is currently in effect.

Zoning The subject is zoned Business Park, B-P, by the City of Des Moines. Adjacent parcels carry the same zoning designation.



City of Des Moines Zoning Map

- 1) *The primary purpose and objective of the Business Park (B-P) Zone is to provide areas of the City for development of compatible business, professional office, light industrial, research and development, service uses, wholesale trade, and limited retail uses. Such uses shall be developed within master planned sites in park-like settings pursuant to development standards.*
- 2) *It is also the purpose of this zone to ensure compatibility between business parks and adjacent uses in terms of height, bulk, scale, and design; to mitigate potential adverse environmental impacts and nuisance effects on-site and off-site through careful planning, the use of buffering and screening, and the imposition of environmental performance standards and appropriate off-site mitigation requirements; to provide for the planned economic development of the City; to ensure that business park development is coordinated with the provision of adequate infrastructure by private applicants and the City, such as roads, drainage, and other utility systems; to require that business park developments pay their fair share of the costs of needed services and facilities; and to ensure that development*



occurs consistent with the goals and policies of the City of Des Moines Comprehensive Plan.

- 3) *Further, it is the purpose of this zone to establish standards to ensure that development occurs in a manner that is compatible with the Des Moines Creek Park, Des Moines Creek Trail, Steven J. Underwood Memorial Park, City of Des Moines Activity Center and adjacent residential-designated properties.*

Development in this zone requires a master plan. Allowable uses include a variety of commercial uses including retailing, office, warehouse, and light manufacturing uses. Residential use is not permitted. Development standards include a minimum lot size of 2 acres, maximum coverage ratio of 75% and maximum building height limit of 75 feet. Minimum setbacks are 20 ft along arterials and collectors, 20 ft from adjacent residential properties, 15 feet from non-arterial and non-collector streets, and 10 feet from properties other than residential properties.

The subject vacant land is a legally conforming use.

Assessment & Taxation

The subject property is government-owned and exempt from property taxes except for minor special assessments which are unknown.

Easements, Encroachments, Covenants & Restrictions

We were provided with a title report prepared by First American Title Insurance Company and dated July 27, 2023. The title report includes the subject and two nearby tax parcels, 092204-9303 and 092204-9042 that are adjacent to the west of the subject but are not included in the scope of this report.

The title report includes typical easements for roads and utilities. There are interlocal agreements between the city and county relating to the ownership, funding, operation, and maintenance of Des Moines Creek Park. Other items on title include a sewer connection and rehabilitation agreement, a water district resolution, and a lot line adjustment. Many of these special exceptions appear to encumber the two tax parcels that are not included in the scope of this report. Exceptions that affect the subject include the relinquishment of rights related to construction of the state highway, short plats, and development agreements. There are easements for sanitary sewer impacting the east end of the subject site. The First Development Agreement was made between the City of Des Moines and the Port of Seattle in 2005. The Second Development Agreement was made in 2012 and amended in 2015. The development agreement relates to the Des Moines Creek Business Park, an 89-acre property that includes the subject parcel. The agreement set forth various standards relating to development of the business park.



It is an assumption of this report that no easement, covenant, encroachment, or restriction negatively impacts the use or marketability of the site.

**Hazardous
Conditions
Disclaimer**

We were not provided with any environmental site assessments. As appraisers, we have no expertise in the detection or identification of hazardous waste, or in determining its impact on real property. We did review the Department of Ecology website to determine if there was contamination reported on this and adjoining property. A cleanup site was identified adjacent to the west of subject. The cleanup site is called Des Moines Creek West and is in the Voluntary Cleanup Program. This property falls within the Asarco Tacoma Smelter Plume, as do many properties in the region. Arsenic and lead have been confirmed in the soil, with arsenic being above cleanup levels and lead being below cleanup levels. In April 2023, the Department of Ecology determined that “no further remedial action will *likely* be necessary at the Property to clean up contamination associated with the Asarco Site.”

For the purpose of this appraisal, it is assumed that the subject is free of contamination of any kind. This assumption should not be construed as a guarantee that such conditions do not exist. The reader is referred to Item 2 of the Limiting Conditions document at the beginning of this report.

Conclusion

The subject site has moderately sloping topography and average access and exposure. Along the northern parcel boundary is a retaining wall and north of the subject is a large retention pond. South and west of the subject is vacant land. Most site characteristics are like other properties in the immediate vicinity. However, the subject’s narrow shape will severely limit its utility as a standalone development site. Assemblage with adjacent parcels is most likely.



Highest and Best Use



Highest and Best Use

“Highest and Best Use” is defined by the Appraisal Institute as:

The reasonably probable use of property that results in the highest value. The four criteria that the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity.

Source: The Dictionary of Real Estate Appraisal, Seventh Edition. Chicago: Appraisal Institute, 2022.

The four criteria the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity.

As Vacant

In arriving at our opinion of the highest and best use of the subject site as vacant and unimproved, we considered the subject’s location, the types of real estate in this vicinity, and the current levels of demand for various property types in this neighborhood.

The local building code and the development standards of the B-P zone restrict development of the subject site. Permitted uses include a variety of retail, office, warehouse, and light manufacturing uses. Development standards include a minimum lot size of 2 acres, maximum coverage ratio of 75% and maximum building height limit of 75 feet. Minimum setbacks are 20 ft along arterials and collectors, 20 ft from adjacent residential properties, 15 feet from non-arterial and non-collector streets, and 10 feet from properties other than residential properties. Development in the B-P zone requires a master plan. The subject falls within the Des Moines Creek Business Park Development Agreement. Adjacent parcels carry the same zoning designation and fall within the development agreement. These parcels are improved with mostly industrial uses as well as offices for the FAA.

The subject parcel is of irregular narrow shape with moderately sloping topography. The site is comprised of vacant land with a gravel access road. Vegetation includes grasses and shrubs. Access is by the 20th Ave S. Physically, the most likely use of the site is to enlarge adjacent parcels. Adjacent to the north is a large retention pond. Other adjacent parcels to the west and south are vacant land of irregular but functional shape with adequate access and exposure. All typical utilities are available. The physical characteristics of the subject are like other properties in the vicinity, but its size and shape will limit its utility as a standalone



development site. The Port of Seattle's proposal for the site, as an example, is for use as an access road serving a proposed 402,380 sq ft industrial project to the west. A proposed site plan was presented in the Site Description. This is a reasonable example of the highest and best use of the subject as vacant.

The subject is in the SeaTac/Burien industrial submarket that benefits from proximity to SeaTac Airport midway between the Port of Seattle and the Port of Tacoma. The submarket has a historically low vacancy rate and strong annual rent growth. The current vacancy rate of 4.48% is near the ten-year average but is well above last year's rate of 2.33%. The current average rental rate of \$1.43/sq ft/month which is 7.7% above last year. There is limited new construction underway. Overall, the submarket is stable.

The highest and best use of the subject as vacant is for assemblage with neighboring parcels for industrial development.



Sales Comparison Approach



Sales Comparison Approach

Introduction

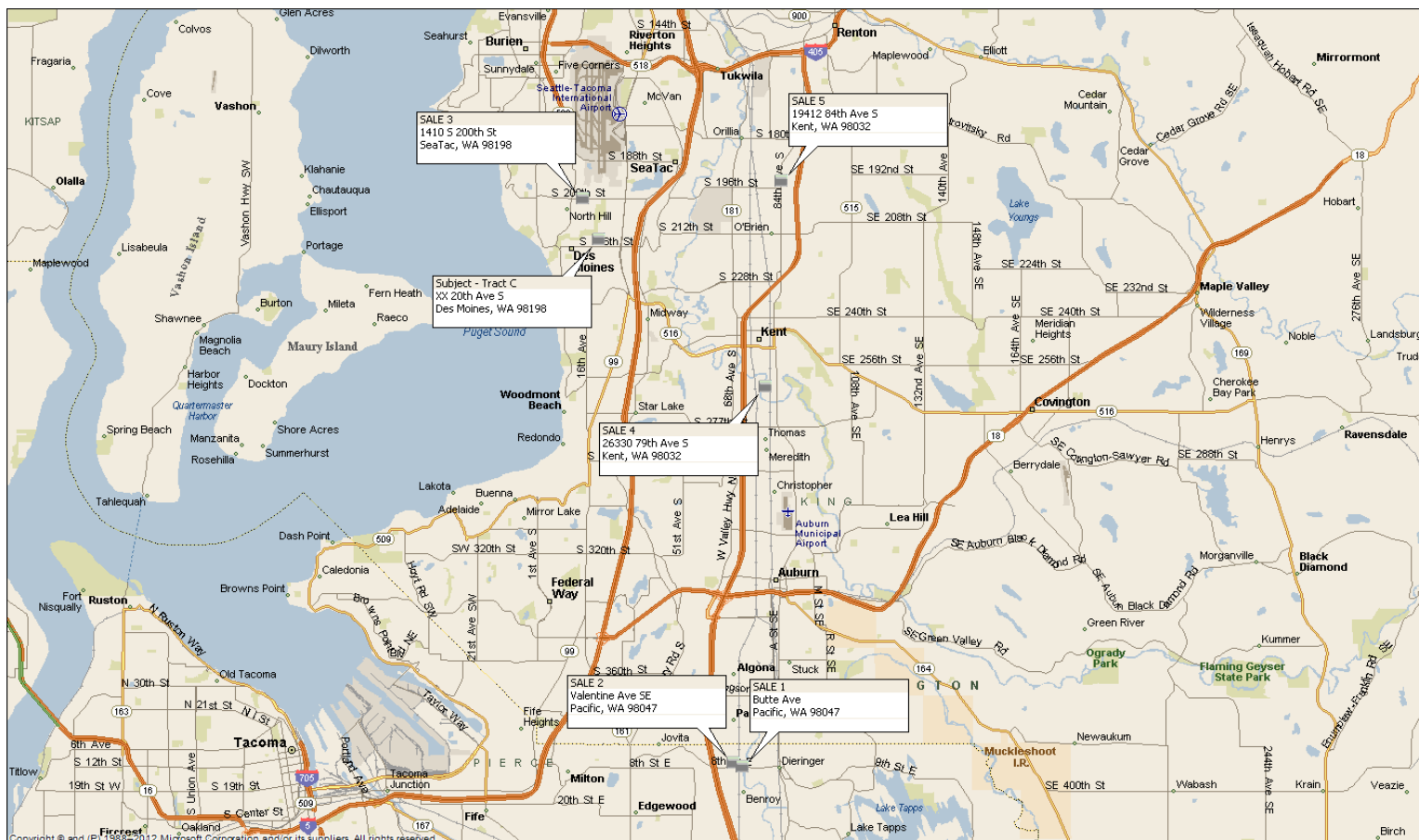
The Sales Comparison Approach is based on the premise that the market value of a property is directly related to the prices of comparable, competitive properties. This approach suggests that the value of a property in the market is set by the availability of substitute properties of similar utility and desirability. Externalities such as the neighborhood and the economy can affect property value positively or negatively. The Sales Comparison Approach is particularly applicable when enough data of recent market transactions exists to indicate value patterns.

The analysis begins by researching appropriate markets to obtain sales, listings, and pending sales information on comparable properties. Relevant measures, or units of comparison, are then made between the sale comparables and subject and adjusted for using market-derived data. The result of this process is used to derive an opinion of market value for the subject property.

Comparative Analysis

The subject land totals 0.45 acres. Zoning is B-P by the City of Des Moines. The subject has an irregular narrow shape and is not a likely standalone development site. The highest and best use, as vacant, is for assemblage with adjacent sites to support industrial development. This appraisal utilizes the Across the Fence value which estimates sale price based on the unit prices of sales of land like that adjoining the subject. The underlying assumption of this method is that land in the corridor is equal to the value of adjoining lands. Adjacent parcels range in size from 1.67 acres to 14.80 acres and carry the same B-P zoning designation as the subject. Parcels to the south and west are vacant land of irregular but functional shape. The parcel to the north is improved with a retention pond.

Our search for comparable sales focused on properties with a similar highest and best use as these adjacent properties. After analyzing several sales, we have selected five applicable sales. There have been few recent sales in the subject submarket so our search was expanded to include other submarkets nearby. The comparables are analyzed on price per sq ft. The following pages include a location map, a table summarizing the pertinent details of each sale, and an aerial photograph of each sale.



Sales Comparison Map



SUMMARY OF LAND SALE COMPARISONS

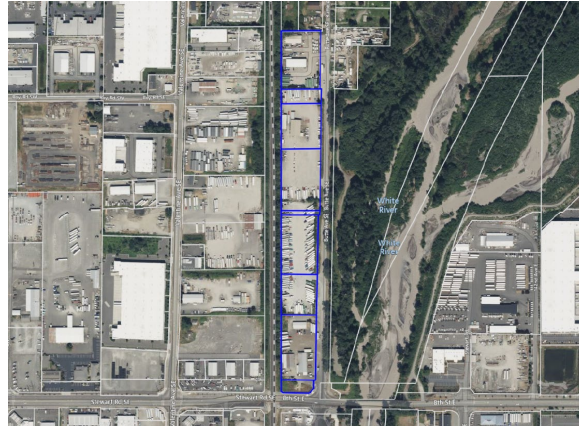
No.	Address Parcel Number	Zoning	Sq Ft Acres	Sale Date	Analysis		Buyer Seller	Comments and Confirmation
					Price	\$/Sq Ft		
1	Zenith Outdoor Storage 1000-1025-1096 Butte Ave. SE Pacific, WA 449540-0391, 8 others	LI/MIC Pacific	502,247 11.53	Oct-22	\$21,250,000	\$42.31	1096 Butte Ave. V1 SE LLC Butte Avenue Proprs. LLC	Strip of land along west side of Butte Ave. SE, northerly of Stewart Rd. SE, including NWC of intersection. Attempting to lease 3.5 acres with no building for trailer parking (\$0.31/sq ft) and another 1.0 acres with 6,400 sq ft metal shop (\$0.35/sq ft). <i>Jack Crane, Andover, 206.258.3159</i>
2	CT Clean Pacific 1075 Valentine Ave. SE Pacific, WA 449540-0280	LI/MIC Pacific	146,797 3.37	Feb-22	\$5,350,000	\$36.44	CT Realty Investors Fritz Gunter Est.	Redevelopment of former gravel truck parking lot that had an old SFR and garage. Improvements demolished after sale and replaced with a CNG fueling facility tenant. Vehicles using the station will include muni, fleet, and Amazon. <i>Watson Chase, buyer, 949.500.7339</i>
3	Maywood Redevelopment 1410 S 200th St SeaTac, WA Multiple APNs	I SeaTac	720,443 16.54	Sep-21	\$23,500,000	\$32.62	Bridge Point SeaTac 300, LLC Multiple Sellers	Assemblage of 28 parcels over four years, including a former school, SFRs, and some vacant lots. Buyer plans industrial development and proposed two parcels rezoned to industrial from UL-7,200, and several sections of ROW to be vacated. <i>Arie Salomon, NAI-PSP, 425.586.5636</i>
4	Kent Assemblage 26330 79th Ave. S Kent, WA 346280-0090, -0095, -0100	I2 Kent	195,901 125,017 83,430 404,348 9.28	Jul-21 Aug-21 Nov-21	\$9,500,000 \$6,150,000 \$4,130,000 \$19,780,000	\$48.49 \$49.19 \$49.50 \$48.92	LIFT II 79th Ave 26220 LLC LIFT II 79th Ave 26330 LLC LIFT II 261st 7915 LLC Kemp Investments LLC et al	Assemblage of three adjacent parcels, two improved, from three separate sellers for redevelopment. Buyer LLCs are all controlled by Lift Partners. <i>Internal Files</i>
5	Tech Aerospace 19412 84th Ave S Kent, WA 062205-9003, -9109, -9110, -9111, -9112	I2 Kent	216,166 4.96	Jan-21	\$8,484,000	\$39.25	PB05, LLC Utica Realty Kent, LLC	Five tax parcels acquired for longer-term covered land play by owner-user. <i>Thad Mallory, Newmark, 425.362.1410</i>
	Tract C XX 20th Ave S Des Moines, WA 98198	B-P Des Moines	19,637 0.45	Appraisal (Rounded)	\$687,295 \$690,000	\$35.00		Adjacent parcels are 1.67 acres, 4.50 acres, and 14.80 acres and carry the same zoning designation as the subject.



Sales Comparison Photographs

Sale 1

Zenith Outdoor Storage
1000-1025-1096 Butte Ave. SE
Pacific, WA



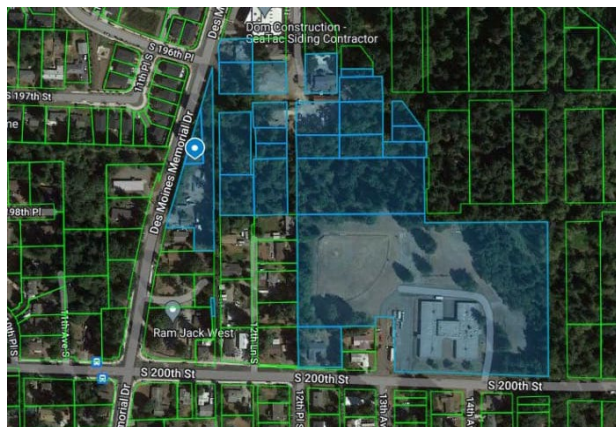
Sale 2

CT Clean Pacific
1075 Valentine Ave. SE
Pacific, WA



Sale 3

Maywood Redevelopment
1410 S 200th St
SeaTac, WA





Sales Comparison Photographs

Sale 4

Kent Assemblage
26330 79th Ave. S
Kent, WA



Sale 5

Tech Aerospace
19412 84th Ave S
Kent, WA





SALE 1 Sale 1 is the October 2022 sale of a property located on the west side of Butte Ave. SE, northerly of Stewart Rd. SE in Pacific. This 11.53-acre site is comprised of nine tax parcels forming a long, narrow site measuring over 2,220 ft from north to south and about 220 ft to 240 ft from east to west. Zoning is Light Industrial by the City of Pacific within the Manufacturing Industrial Center (MIC) Overlay. The buyer is attempting to lease the various parcels as trailer storage, as several parcels consist of wareyards. The property sold for \$21,250,000 or \$42.31/sq ft.

This property has a large size but a narrow shape. An upward adjustment is made for shape. We also adjust upwards for sale date and location. A downward adjustment is made for site condition (wareyard storage).

SALE 2 Sale 2 is the February 2022 purchase of a 3.37-acre site on Valentine Ave in Pacific, just north of Stewart Rd SE. Zoning is Light Industrial by within the MIC Overlay. The property was used as a gravel storage and truck parking yard and was acquired by CT Realty for redevelopment. It was improved with an old single-family residence and garage that were given no value and were demolished after sale. The buyer redeveloped the site with a Compressed Natural Gas (CNG) fueling facility tenant. The sale price of \$5,350,000 reflects \$36.44/sq ft.

Upward adjustments are made for sale date and location. Downward adjustments are made for topography and site condition.

SALE 3 Sale 3 is an assemblage of 28 properties that total approximately 17 acres. The assemblage is located north of the subject in SeaTac and includes a former school, single-family residences, and some vacant lots. The assemblage took over four years with the last piece closing in September 2021. The assemblage price was \$23,500,000 or \$32.62/sq ft. Bridge Industrial will develop two industrial buildings totaling over 300,000 sq ft. Two parcels were proposed to be rezoned to industrial from UL-7,200 and several portions of right-of-way were to be vacated.

A downward adjustment is made for assemblage motivation. On that note, the negotiating between the buyer and multiple sellers went on over several years as market conditions were improving. A market conditions adjustment at the closing date of this most recent sale would understate the appreciation. Going back four years, a more significant market conditions adjustment is made.



SALE 4 Sale 4 is an assemblage in the south part of Kent. The 9.3-acre site was assembled from three unrelated sellers between July and November 2021. The combined price was \$19,780,000 or \$48.92/sq ft. The site is 100% usable. The location is west of Central Ave. S., which extends north and becomes 84th Ave. S. There is little exposure at this location and the south access road is narrow with a low trestle that limits some truck traffic. This site has some minor building improvements of no value but the buyer, Lift Partners, planned redevelopment.

Upward adjustments are made for sale date and access/exposure. Downward adjustments are made for assemblage motivation, location, and topography.

SALE 5 Sale 5 is the January 2021 purchase of five adjacent parcels improved with low coverage and low quality industrial buildings. It was brought to market as a covered land play and was purchased by an owner user for a longer term redevelopment play. The site has frontage along East Valley Highway and is zoned M2. The parcels total 4.96 acres. The sale price of \$8,484,000 indicates \$39.25/sq ft.

An upward adjustment is made for sale date. Downward adjustments are made for location, topography, and site condition.

ADJUSTMENTS TO COMPARABLE DATA Pertinent market factors, along with property characteristics, were taken into consideration in the analysis, and all improved sales were adjusted to account for the differences between the comparables and the improved portions of the subject. In the following table, we adjust the indicated comparable sales prices as previously described to value the subject.

Adjustments for sale date are made using an annual rate of 2.0%. Real Capital Analytics (RCA) tracks the Commercial Property Price Index (CPPI) for industrial properties nationwide. As of December 2023, the one year CPPI is 0.5% and the three-year CPPI is 30.1%.

PricewaterhouseCoopers (PwC) surveys the National Warehouse Market. Average capitalization rates are 80 basis points above last year and 38 basis points above three years ago. For the Pacific Region Warehouse Market, average capitalization rates are up 108 basis points over the year and 112 basis points over three years.



LAND SALES COMPARISON ADJUSTMENT GRID

Name No.	\$/sf	Sale Conditions	Sale Date	Current Indicators	Location	Size	Shape/ Topography	Site Condition	Access/ Exposure	Zoning	Final Indicators
Zenith Outdoor Storage 1	\$42.31	0.0%	2.7%	2.7%	5.0%	0.0%	5.0%	-2.5%	0.0%	0.0%	10.2%
		\$0.00	\$1.13	\$43.44	\$2.17	\$0.00	\$2.17	(\$1.09)	\$0.00	\$0.00	\$46.70
CT Clean Pacific 2	\$36.44	0.0%	4.0%	4.0%	5.0%	0.0%	-5.0%	-2.5%	0.0%	0.0%	1.5%
		\$0.00	\$1.45	\$37.90	\$1.89	\$0.00	(\$1.89)	(\$0.95)	\$0.00	\$0.00	\$36.95
Maywood Redevelopment 3	\$32.62	-10.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
		(\$3.26)	\$3.26	\$32.62	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$32.62
Kent Assemblage 4	\$48.92	-10.0%	5.1%	-4.9%	-10.0%	0.0%	-5.0%	0.0%	2.5%	0.0%	-17.4%
		(\$4.89)	\$2.51	\$46.54	(\$4.65)	\$0.00	(\$2.33)	\$0.00	\$1.16	\$0.00	\$40.72
Tech Aerospace 5	\$39.25	0.0%	6.3%	6.3%	-10.0%	0.0%	-5.0%	-5.0%	0.0%	0.0%	-13.7%
		\$0.00	\$2.46	\$41.71	(\$4.17)	\$0.00	(\$2.09)	(\$2.09)	\$0.00	\$0.00	\$33.37

Minimum \$32.62
Maximum \$48.92
Average \$39.91
Median \$39.25

Minimum \$32.62
Maximum \$46.70
Average \$38.07
Median \$36.95
Conclusion \$35.00

Sales Comparison Value Conclusion

After adjustments, the comparables range from \$32.62/sq ft to \$46.70/sq ft. The average indicator is \$38.07/sq ft and the median is \$36.95/sq ft. The comparables include industrial land ranging in size from 3.37 acres to 16.54 acres and located in SeaTac, Kent, and Pacific. At the high end of the adjusted range is Sale 4, an assemblage in Kent by Lift Partners in Kent. At the low end of the range are Sales 2 and 5. Sale 2 is a gravel yard in Pacific acquired by CT Realty for redevelopment as a CNG fueling facility. Sale 5 is a long term covered land play in Kent acquired by an owner-user. Significant emphasis is placed on the overall average and median indicators. Typical properties adjacent to the subject range from 1.67 acres to 14.80 acres but are mostly larger than 3-4 acres. All carry the same B-P zoning as the subject and have flat or moderately sloping topography. Given the size, location, and other physical characteristics of the parcels near the subject, a unit value near the lower end of the adjusted range will be appropriate. Overall, the market value of the subject is estimated at \$35.00/sq ft or \$690,000, rounded, as of February 25, 2024, subject to the limiting conditions and assumptions contained herein.

Exposure Time

The definition of "exposure time" is as follows:

An opinion, based on supporting market data, of the length of time that the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a



sale at market value on the effective date of the appraisal.

Source: USPAP 2024 Edition. Washington, DC: The Appraisal Foundation, Appraisal Standards Board, 2024.

Based on local demand for this property type, the estimated exposure time is three to six months.

Marketing Time

The definition of “marketing time” is as follows:

An opinion of the amount of time to sell a property interest at the concluded market value or at a benchmark price during the period immediately after the effective date of an appraisal.

Source: The Dictionary of Real Estate Appraisal, Seventh Edition. Chicago: Appraisal Institute, 2022.

The estimated marketing time for the subject is three to six months.



ADDENDUM



Appraisers' Experience Data



DAVID M. CHUDZIK, Ph.D., MAI, CRE

**Senior Vice President
Valuation Advisory Services**

Since joining Kidder Mathews' Valuation Advisory Services in October of 2004, David has provided valuation and consultation services for a wide variety of commercial property types including office, industrial, retail, multifamily, hospitality, marina, and development properties. His experience includes complex properties like biotechnology research facilities, data centers, sawmills, shipyards, and other specialized property types. He has performed biotechnology valuation and market analysis on a national basis and authored the National Biotechnology Real Estate Market Analysis for GVA Worldwide. Assignments have included valuation of leasehold interests, air rights, condemnation compensation, conservation easements as well as market rent studies.

David's professional experience includes venture capital investing with emphasis in the life sciences industry. He has also worked as a development analyst and project manager at Seattle area real estate development companies. His development experience includes multifamily residential, commercial office, and marina developments.

David brings unique qualifications to real estate valuation and consulting making him well qualified in the analysis of some of the most complex and sophisticated real estate.

EDUCATION

PH.D. in Biochemistry from University of Washington

MBA in Management from University of Washington

BS in Biochemistry from University of Washington

BA in Spanish from University of Washington

PROFESSIONAL LICENSES

Washington Certified General Real Estate Appraiser (No. 1102099)

Oregon Certified General Real Estate Appraiser (No. C001182)

California Certified General Real Estate Appraiser (No. 3004403)

Idaho Certified General Real Estate Appraiser (No. CGA-4877)

Alaska Certified General Real Estate Appraiser (No. 196369)

Illinois Certified General Real Estate Appraiser (No. 553002870)

Virginia Certified General Real Estate Appraiser (No. 4001017780)

Massachusetts Certified General Real Estate Appraiser (No. 1000213)

Utah Certified Certified General Appraiser (No. 11521104-CG00)

Washington Real Estate Broker (No. 127896)

**Kidder
Mathews**

SELECT CLIENT LIST

Allstate Life Insurance Co.

Alexandria Real Estate Equities

Archdiocese of Seattle

Bank of America

BECU

Bloch Properties

Citibank

City of Seattle

City of Renton

Davis Wright Tremaine

East West Bank

First Sound Bank

First Mutual Bank

GE Capital

H5 Capital

Heritage Bank

Jefferson County



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601 Union St
Suite 4720
Seattle, WA 98101



PROFESSIONAL AFFILIATIONS

MEMBER of Appraisal Institute (MAI)

MEMBER of Counselors of Real Estate (CRE)

ADDITIONAL CLIENTS

JPMorgan Chase Bank	Portland State University
KeyBank	Puget Sound Bank
King County	Puget Western
Low Income Housing Institute	San Juan County Land Bank
Memorial Medical Center	Schnitzer West
Merrill Lynch	Seattle BioMed
Morgan Stanley	Seattle Monorail Project
Morton McGoldrick, PS	Server Farm Realty
Moss Adams	Stockbridge Capital Group
National Real Estate Advisors	Todd Shipyards
Nexus Properties	Unico Properties
Northwest Diabetes Reaseach Center	Union Bank
Northwest Kidney Center	University of Washington
Novartis	US Bancorp
Olympus Real Estate Partners	Vulcan Real Estate
Overlake Medical Center	Washington Federal
Perkins Coie	Washington Trust Bank
Port of Port Townsend	Wells Fargo

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Seattle, WA 98101

**Kidder
Mathews**



STATE OF WASHINGTON

DEPARTMENT OF LICENSING – BUSINESS AND PROFESSIONS DIVISION
THIS CERTIFIES THAT THE PERSON OR BUSINESS NAMED BELOW IS AUTHORIZED AS A



CERTIFIED GENERAL REAL ESTATE APPRAISER

DAVID MATTHEW CHUDZIK
7047 51ST AVE NE
SEATTLE WA 98115-6131

1102099

License Number

03/17/2011

Issue Date

11/02/2024

Expiration Date

Teresa Berntsen
Teresa Berntsen, Director



JANE MANKE

**Associate
Valuation Advisory Services**

Jane Manke joined Valuation Advisory Services in January 2018 as an associate appraiser after interning for the brokerage division of Kidder Mathews.

Jane has appraised a variety of office, industrial, hospitality, marina, medical office, multifamily, retail, land, and development properties across the Pacific Northwest. She has also appraised special purpose properties including churches, schools, wineries, and hangars as well as easements and rights-of-way. Finally, her valuation experience extends to various data centers across the U.S.

STATE CERTIFICATION

Jane is a registered real estate appraiser trainee in Washington State (License No. 1002120).

EDUCATION

BABA in Finance and Operations & Supply Chain Management, University of Washington

APPRAISAL COURSEWORK

Uniform Standards of Professional Appraisal Practice (USPAP)

Basic Appraisal Principals

Basic Appraisal Procedures

Supervisor-Trainee Course for Washington

General Appraiser Market Analysis and Highest and Best Use

Statistics, Modeling, and Finance

General Appraiser Site Valuation and Cost Approach

General Appraiser Sales Comparison Approach

General Appraiser Income Approach

General Appraiser Report Writing and Case Studies

PROFESSIONAL AFFILIATIONS

Practicing Affiliate of the Appraisal Institute, Member No. 609385



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**Kidder
Mathews**



STATE OF WASHINGTON

DEPARTMENT OF LICENSING - BUSINESS AND PROFESSIONS DIVISION
THIS CERTIFIES THE PERSON OR BUSINESS NAMED BELOW IS AUTHORIZED AS A



STATE REGISTERED REAL ESTATE APPRAISER TRAINEE

JANE G MANKE

1002120
License Number

01/26/2018
Issue Date

11/06/2025
Expiration Date


Marcus J Glasper, Director

REVIEW TRACT C PROPERTY IN DES MOINES

Ownership	City of Des Moines
Type of Property	Industrial Development
Client	City of Des Moines
Intended use	Internal planning purposes/site acquisition.
Property Street Address	Tract C xx20th Avenue South
City/State /Location	Des Moines, WA. 98198
Appraiser and Firm Name	Kidder Matthews Valuation Advisory Services
Is appraiser appropriately state certified or licensed?	Yes
Effective Date of Value	February 25 2024
Date of Appraisal review	March 6, 2024
Appraisal Format	(x) Appraisal Report () Form Appraisal Report () Restricted
Property Interest Appraised	(x) Fee Simple () Leased Fee () Leasehold
Value Conclusion	As Is (x) At Completion () Stabilized ()
Date of Value Conclusion	
Review Determination	(x) Accepted () Rejected:

INTRODUCTION AND BACKGROUND		Yes	No	N/A
1	Is the report addressed to the Client?	x		
2	Overall, has the appraiser conformed to the scope of work, including extraordinary assumptions and has the appraiser provided a valuation that is not misleading, but produces credible results?	x		
3	Has the appraisal appropriately considered and analyzed any recent (within the past three years) transactions or listing of the property?	x		
4	Is there an adequate identification of the property including legal description?	x		
SITE AND IMPROVEMENT DESCRIPTION		Yes	No	N/A
5	Is there an adequate description of the site and improvements including any proposed additions/renovations?	x		
6	Does the Highest and Best Use Analysis support the current use, particularly with respect to financial feasibility? Moreover, if a construction loan, does the Highest and Best Use support the proposed improvements, especially with respect to financial feasibility?	x		
7	Does the appraiser provide an adequate description of market trends or an industry overview by identifying supply/demand?.	x		
8	Are zoning requirements and trends discussed in the report?	x		
9	Are the property taxes and property assessments disclosed?	x		
10	Easements, encumbrances deed restrictions or other title reports issues identified and analyzed?	x		

REVIEW TRACT C PROPERTY IN DES MOINES

11	Does the appraisal include adequate exhibits of the subject site?	x		
12	Adequacy of the improvements descriptions including remaining economic life?	x		
13	Are easement and encroachment items discussed in the report?	x		
14	Are environmental hazards identified and addressed or standard disclaimer included?	x		
15	Allocation of the useable versus non-useable land area?	x		
COST APPROACH		Yes	No	N/A
16	Does the report include a Cost Approach or explain its exclusion from the appraisal?	x		
17	Are land sales identified within the immediate market area and if not has the appraiser provided sufficient explanation to support the comparables?	x		
18	Are the comparables consistent with the size, utility (use), zoning, topography, and availability of the utilities when compared to the subject?	x		
19	Did the appraiser provide adjustment grids or sufficient narrative explanation to support the unadjusted and adjusted prices?	x		
20	Does the report reference Marshall Valuation Service or other cost estimating service?			x
21	Entrepreneurial profit analyzed and adequately documented?			x
22	Is the value estimated by the Cost Approach reasonable? If not, is there adequate discussion?			x
23	Are proper deductions for all items of depreciation and obsolescence included?			x
SALES COMPARISON APPROACH		Yes	No	N/A
24	Are the land sales derived from the immediate market and if not, has the appraiser provided sufficient explanation to support the use of sales outside the subjects area? As summarized above there was an explanation as to why local sales in the immediate or surrounding areas were excluded in the valuation of the subject property.	x		
25	Are comparable land sales current and do they correlate to the subject's highest and best use conclusion?	x		
26	Land sales current and comparable?	x		

REVIEW TRACT C PROPERTY IN DES MOINES

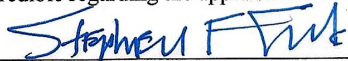
27	Photographs, location maps of sales included? Adequate information provided?	x		
28	Comparable sales analyzed on an adjustment grid with adequate support and discussion for the adjustments?	x		
29	Does the report present a reconciliation of comparable land sales?	x		
30	Did the appraiser provide any narrative or adjustment grids or to explain, justify, and support the concluded unit of measurement and were adjustments considered appropriate and not excessive?	x		
31	Summary of the Sales Comparison Approach?	x		
	INCOME APPROACH	Yes	No	N/A
32	Does the report contain an Income Approach or explain its exclusion?			x
33	Are the rental properties comparable?			x
34	Photographs and location map of comparable rents included?			x
35	Comparable rents analyzed on an adjustment grid with adequate support and discussion for the adjustments made?			x
36	Projected rental income supported?			x
37	Vacancy and collection loss supported?			x
38	Market support for the capitalization rate?			x
39	Is a discounted cash flow analysis required?			x
40	If an income approach is used, has the appraiser provided sufficient data supporting the gross profit, operating expenses, capitalization rate and concluded value?			x
	BUSINESS VALUATION	Yes	No	N/A
41	Does the report contain an Business Valuation or explain its exclusion?			x
42	In the business valuation section has the appraiser provided sufficient data supporting the concluded value of the business component?			x

REVIEW TRACT C PROPERTY IN DES MOINES

FINAL VALUE RECONCILIATION		Yes	No	N/A
43	Are the appraiser's mathematical calculations accurate and internally consistent throughout the report?	X		
44	Has the appraiser properly identified and employed extraordinary assumptions and/or hypothetical conditions? The appraisal address extraordinary and hypothetical conditions in the appraisal. However the appraisal report indicates that neither of these conditions we considered to be pertinent in valuing the subject.	x		
44	Has the appraiser critically analyzed all approaches employed by stating the strengths and weaknesses of each and does the reconciliation provide a convincing argument to the value conclusion(s) reached?	x		

OVERALL COMMENTS:

The review appraiser would conclude that the valuation conclusion for the +/-/-19,637 sf parcel of land is credible regarding the appraisal which was prepared by Kidder Matthews Valuation Advisory Services.



Stephen F. Swank
Appraiser/Consultant

ADDENDA

CERTIFICATION

I certify that to the best of my knowledge and belief:

1. The Statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, unbiased professional analyses, opinions, and conclusions.
3. We have no present or prospective interest in the property that is the subject of this report, and we have no personal interest or bias with respect to the parties involved.
4. We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
5. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
6. Our compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
7. Our analyses, opinions, and conclusions were developed and this report has been prepared in conformity with the Uniform Standards of Professional Appraisal Practice.
8. We have made a personal inspection of the property that is the subject of this report.
9. No one provided significant assistance other than the persons signing this report.
10. The use of this report is subject to the requirements of the Appraisal Institute relations to review by its duly authorized representatives
11. We have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three year period immediately preceding acceptance of this assignment
12. Stephen Swank has completed the continuing education requirements for the State of Washington Licensing Program.



Stephen F. Swank, Appraiser
WA License #1100296

Assumptions and Limiting Conditions

This appraisal is subject to the following limiting conditions

Extraordinary Assumptions

None

Hypothetical Assumptions

None

General Assumptions

This analysis assumes the improvements will be constructed in a professional and workmanlike manner according to the plans included in this report.

The value arrived at was not determined based on a requested minimum valuation, a specific valuation or on approval of the loan

The analysis assumes that the legal description accurately represents the subject property. If further verification is required, further research is advised.

Without prior written approval from the authors, the use of this report is limited to decision-making concerning the potential financing of the property. All other uses are expressly prohibited. Reliance on this report by anyone other than the client for a purpose not set forth above is prohibited. The authors' responsibility is limited to the client.

We assume no responsibility for matters legal in character, nor do we render opinion as to title, which is assumed to be marketable. All existing liens, encumbrances, and assessments have been disregarded, unless otherwise noted, and the property is appraised as though free and clear, under responsible ownership, and competent management.

The exhibits in this report are included to assist the reader in visualizing the property. We have made no survey of the property and assume no responsibility in connection with such matters.

Unless otherwise noted herein, it is assumed that there are no encroachments, zoning or restrictive violations existing in the subject property.

The appraisers assume no responsibility for determining if the property requires environmental approval by the appropriate governing agencies, nor if it is in violation thereof, unless noted.

This report shall be used for its intended purpose only, and by the parties to whom it is addressed. Possession of the report does not include the right of publication.

The appraisers may not be required to give testimony or to appear in court by reason of this appraisal, with reference to the property in question, unless prior arrangements have been made.

The statements of value and all conclusions shall apply as of the dates shown herein.

Assumptions and Limiting Conditions (Continued)

The appraisers have no present or contemplated future interest in the property that is not specifically disclosed in this report.

Neither all, nor any part, of the content of this report shall be conveyed to the public through advertising, public relations, news, sales, or other media without the written consent or approval of the authors. This applies particularly to value conclusions and to the identity of the appraisers and the firm with which the appraisers are connected.

This report must be used in its entirety. Reliance on any portion of the report independent of others may lead the reader to erroneous conclusions regarding the property values. No portion of the report stands alone without approval from the author.

The distribution of the total valuation of this report between land and improvements applies only under the existing programs of utilization. The separate valuations for land and improvements must not be used in conjunction with any other appraisal and are invalid if so used.

The valuation stated herein assumes professional management and operation of the property throughout the lifetime of the improvements including an adequate maintenance and repair program.

The liability of Austin Appraisal and employees is limited to the client only and only up to the amount of the fee actually received for the assignment. Further, there is no accountability, obligation, or liability to any third party. If this report is placed in the hands of anyone other than the client, the client shall make such party aware of all limiting conditions and assumptions of the assignment and related discussions. The appraiser is in no way responsible for any costs incurred to discover or correct any deficiency in the property. The appraiser assumes that there are no hidden or unapparent conditions of the property, subsoil, or structures that would render it more or less valuable. In the case of limited partnerships or syndication offerings or stock offerings in real estate, the client agrees that in the event of a lawsuit (brought by lender, partner, or part owner in any form of ownership, tenant, or any other party), any and all awards, settlements, or cost, regardless of outcome; the client will hold Austin Appraisal completely harmless.

The Appraiser is not qualified to detect the presence of toxic or hazardous substances or material which may influence or be associated with the property or any adjacent properties, has made no investigation or analysis as to the presence of such materials, and expressly disclaims any duty to note the presence of such materials. Therefore, irrespective of any degree of fault, Austin Appraisal and its principals, agents, and employees, shall not be liable for costs, expenses, damages, assessments, or penalties, or diminution in value, property damage, or personal injury (including death) resulting from or otherwise attributable to toxic or hazardous substances or materials, including without limitation hazardous waste, asbestos material, formaldehyde, or any smoke, vapors, soot, fumes, acids, alkalis, toxic chemicals, liquids, solids, or gasses, waste materials or other irritants, contaminants, or pollutants.

The appraisers assume no responsibility for determining if the subject property complies with the *Americans with Disabilities Act (ADA)*, which prescribes specific building standards which may be applied differently to different buildings, depending on such factors as building age, historical significance, amenability to improvement, and cost of renovation. Austin Appraisal, its principals, agents, and employees, shall not be liable for any cost, expenses, assessments, penalties, or diminution in value resulting from non-compliance. Except as otherwise noted herein, this appraisal assumes that the subject complies with all ADA standards appropriate to the subject improvements; if the subject is not in compliance, the eventual renovation costs and/or penalties would negatively impact the present value of the subject. If the necessary renovation costs, time period needed for renovation, and penalties for non-compliance (if any) were known today, appropriate deductions would be made to the value conclusion(s) reported herein.

QUALIFICATIONS OF STEPHEN F. SWANK

EDUCATION:

Bachelor of Arts Degree in Public Administration with minor in City Planning from Western Washington University — Bellingham, Washington — 1977

APPRAISAL COURSES AND EDUCATION:

Real Estate Appraisal Principles	Land Valuation, Depreciation and the the Cost Approach
Basic Valuation Procedures	Appraising Office Buildings and Retail Properties
Standards of Professional Practice	Appraising Shopping Centers and Movie Theaters
Capitalization Theory, Part A	Appraising Hotels/Motels and Apartment Buildings
Capitalization Theory, Part B	Highest & Best Use Analysis
Site Inspection for Appraisers	Site Inspection for Appraisers
Alternative Residential Reporting Forms	
Small Residential Income Appraising	
Appraisal Report Writing	
Income Appraisal Theory & Techniques	

PROFESSIONAL:

Certified Real Estate Appraiser
General License No. 1100296, Expiration Date: 10/06/2023

EMPLOYMENT:

- President of Austin Appraisal, Inc. since April of 1996.
- Employed by the appraisal firm of Neal R. Cook & Associates as an Associate Appraiser — 1989-1996.
- Associate Appraiser with Consillium Inc. — 1985-1989.
- City Planner — 1977-1985.

EXPERIENCE:

Thirty-six years as a commercial appraiser. Experienced in market value appraisals, feasibility and land use studies, and marketing studies on commercial, industrial, multi-family, residential subdivisions and vacant land.

Self-Contained Appraisal Reports, Summary Appraisal Reports and Restricted Use Appraisal Reports have been prepared on apartments, condominiums, office buildings, retail centers, industrial parks, medical office buildings, office warehouse structures, condominium conversions, mini-storage facilities, single-family residential subdivisions, new construction, open space and vacant land. 71-B form appraisals have been completed for apartments as well as single-family appraisal form reports.

Projects have been completed in King, Pierce, Snohomish, Kitsap, Whatcom, Lewis, Mason and Thurston Counties and throughout the State of Washington. Appraisals have been completed nationally in 20 states.




State of Washington
 DEPARTMENT OF LICENSING
 BUSINESS AND PROFESSIONS DIVISION
 APPRAISER PROGRAM
 PO Box 9021
 Olympia, WA 98507-9021

STEPHEN F SWANK
 27045 10TH AVE S
 DES MOINES WA 98198-9315

Handwritten mark


Handwritten mark



STATE OF WASHINGTON

DEPARTMENT OF LICENSING - BUSINESS AND PROFESSIONS DIVISION

THIS CERTIFIES THE PERSON OR BUSINESS NAMED BELOW IS AUTHORIZED AS A




CERTIFIED GENERAL REAL ESTATE APPRAISER

STEPHEN F SWANK

1100296
License Number

04/21/1994
Issue Date

10/06/2025
Expiration Date



 Marcus J Glasper, Director

(R/4/23)

Recording Requested By And
When Recorded Return to:

Port of Seattle
Economic Development Division
[What team title do we put here?]
P.O. Box 1209
Seattle, WA 98111

PEDESTRIAN AND BICYCLE TRAIL EASEMENT

Grantor: Port of Seattle
Grantee: City of Des Moines
Legal Description (abbreviated): _____, Additional legal(s) on Page _____.
Assessor's Tax Parcel ID# _____.
Reference Nos. Of Documents Released or Assigned: _____.
Project [Area]: _____.
Parcel [#]: _____.

This easement (“**Trail Easement**”) is made this ____ day of _____, 2024, between **The Port of Seattle**, a Washington municipal corporation (“**Grantor**”), and **The City of Des Moines**, a Washington municipal corporation, (“**Grantee**”).

WITNESSETH, that Grantor, in consideration of mutual benefit and covenants contained in a prior Development Agreement between Grantor and Grantee, dated, _____ and subsequently amended on _____ does by this instrument grant a permanent Trail Easement to Grantee as set forth herein.

AGREEMENT

1. Grant of Easement.

NOW THEREFORE, Grantor, having received the consideration described in the recitals, the sufficiency of which is hereby acknowledged, does hereby convey unto Grantee, its successors and assigns, a perpetual non-exclusive Trail Easement for public pedestrian, bicycle, and other non-motorized uses over, along and across the property in the area legally described in Exhibit 1 and depicted in Exhibit 2 attached hereto and incorporated herein (the “**Trail Easement Area**”). The grant and conveyance of this Trail Easement is without any representation or warranty as to the condition of the Trail Easement Area or its suitability for any purpose. Accordingly, Grantee accepts the Trail Easement Area in its present condition, As-Is, Where-Is with all patent and latent defects. The granting of this Easement conveys a limited right to the public to enter the Easement Area only for the purpose specified herein.

2. Permitted Uses.

This grant of easement includes the Grantee's right to use the Trail Easement for improvement, construction, alteration, maintenance and operation of such trail as is now, or may be hereafter constructed, including the placement of interpretive and informational signs, which shall be subject to Grantor's approval which shall not be unreasonably withheld. Grantee shall have the right to make all necessary slopes upon the trail and for cuts and fills on each side of the said trail, which shall be subject to Grantor's approval which shall not be unreasonably withheld. Grantee shall be solely responsible for any and all costs associated with the repair and maintenance of the trail after it is initially constructed. Grantor has entered into a ground lease dated August 23, 2022, with a commercial developer as the tenant (the "Ground Lease"). The Ground Lease tenant intends to construct a commercial building or buildings on Grantor's property adjacent to the Trail Easement Area (the "Project"). The Ground Lease obligates Grantor's tenant, at its sole cost and expense, to initially construct the trail suitable for Grantee's needs which are agreed to be a 10' wide asphalt hiking trail with 2' gravel shoulders on either side (14' total) as a multi-use trail per FHWA/WSDOT ADA Multi-Use requirements, Chapter 1515 of the WSDOT Design Manual. The trail is to be located within the Trail Easement Area. In the event that both the Project and the trail construction are not constructed to completion within two (2) years of the date the Grantee issues all approvals and permits to the Ground Lease tenant for its Project, Grantor and Grantee shall work together to find a mutually acceptable alternate trail construction plan, location and timeline which will not impede the future development of Grantor's property adjacent to the Trail Easement Area.

This grant of Trail Easement includes both the Grantee's and the public's right to use the Trail Easement Area. Notwithstanding the foregoing, the public's right to use the Trail Easement Area shall not become effective until the Project, or another comparable development of Grantor's adjacent property, is complete and the trail has been constructed.

Grantee shall own any and all improvements located in the Trail Easement Area made by Grantee in connection with this Trail Easement.

3. Prohibited Uses.

The following uses and practices are inconsistent with the purposes of this Trail Easement and shall be prohibited upon or within the Trail Easement Area:

- (a) Use of the Trail Easement Area by motorized vehicles (other than during construction or maintenance of the trail).
- (b) Use of the Trail Easement Area between sunset and sunrise, including any sleeping or camping activities.
- (c) Constructing or placing building, residence, mobile homes, enclosures, wells, septic systems, sewer lines, or any structures, except as otherwise provided herein.

- (d) Dumping any materials, or releasing any liquids or gasses on or in the Property.
- (e) Disturbing the surface of the Trail Easement Area including but not limited to excavating, filling, removing soils or sub-soils, or changing the topography of the land in any manner, except as provided herein.
- (f) Removing, cutting, uprooting or otherwise destroying trees and other vegetation or animals, living or dead, except as otherwise provided herein.

4. Grantor's Reserved Rights.

Grantor reserves unto itself, its tenants and sub-tenants, and its successors and assigns the right to use the Trail Easement Area and improve, construct, alter, maintain and use conduits and other facilities over, under, through, along and across the Trail Easement Area for access and utility purposes as are determined by Grantor to be necessary for development of the underlying property or properties adjacent to the Trail Easement Area, provided, that such improvement, construction, alteration, maintenance and use does not substantially interfere with Grantee's or the public's use of the Trail Easement Area for trail purposes. Grantor also reserves unto itself, its tenants and sub-tenants and its successors and assigns the right to access the Trail Easement Area in order to maintain the natural areas in the vicinity of the Trail Easement Area. Grantor, its tenants and subtenants and its successors and assigns shall be solely responsible for any and all costs associated with the exercise of its reserved rights.

5. Grantee's Maintenance and Repair Responsibilities.

Grantee shall be responsible, at its sole expense for maintaining the trail in a safe operable condition, and otherwise ensuring public health and safety in the Trail Easement Area. Without limitation, this responsibility shall include: but not limited to: regular removal of trash and debris; landscaping and vegetation management as-needed; and maintenance and repair of the trail surface and any areas within the Trail Easement Area which are necessary to maintain the trail in a safe and operable condition.

6. Subordination to Agreements with United States/Airport Use. This Trail Easement is subject and subordinate to all current and future agreements entered into between Grantor and the Federal Aviation Administration, or any other federal agency, which agreements related to the operation and/or maintenance of Seatac Airport, including agreements that are required as a condition to Grantor receiving federal funds to improve or further develop Seatac Airport in accordance with the Federal Aviation Act of 1958 (Pub. L. No. 85-726, 72 Stat. 731) and 49 U.S.C. §§ 47101-47144. Without limiting the foregoing, Grantee additionally shall not allow any use, activity, condition or structure to occur within the Trail Easement Area which interfere with the landing or taking off of aircraft at Seatac Airport, or otherwise interfere with the operation of Seatac Airport.

7. Compliance with All Laws. Grantee shall be responsible for ensuring that all activities within the Trail Easement Area comply with all laws, regulations, orders, covenants and restrictions. Other than the initial construction of the trail by Grantor's tenant, and without limitation, this obligation shall require Grantee to obtain all other necessary permits and authorizations necessary to construct, maintain and repair, and operate the trail, at its sole cost and expense.

8. Environmental Liability and Costs of Handling Hazardous Substances.

- (a) Definition of Hazardous Substances. "Hazardous Substances" as used herein shall mean any substance or material defined or designated as a hazardous waste, toxic substance, or other pollutant or contaminant, by any Environmental Laws. "Environmental Laws" shall mean and refer to any and all laws, statutes, regulations, ordinances, codes, orders or other requirements of any federal, state, county, city, or other local jurisdiction, relating to the protection of human health and the environment.
- (b) Hazardous Substances Indemnity. Grantee shall indemnify, defend, and hold harmless Grantor, Grantor's elected officials, Grantor's tenant or any of its subtenant's, agents, officers, and employees from and against any and all suits, liability, loss, damage, expense, actions or claims arising from or related to the migration or release of Hazardous Substances, pre-existing or otherwise, relating to Grantee's exercise of rights and privileges pursuant to this Trail Easement.
- (c) Waiver and Release. Grantee waives and releases Grantor from any and all liability, loss, damage, expense, actions, claims or suits arising from or related to the pre-existence of any Hazardous Substances, if any, under or on, or within the Trail Easement Area, or the surrounding property owned by Grantor.
- (d) Hazardous Materials Management. During any construction, maintenance or repair by Grantee pursuant to this Trail Easement, Grantee shall be responsible for, at its sole cost and expense, all testing, profiling, and proper disposal of any Hazardous Materials generated or encountered, which Grantee determines must be removed from the Trail Easement Area. Grantee shall provide Grantor with copies of all disposal records documenting the management of such Hazardous Materials.

6. Indemnity.

To the extent permitted by law, each party shall protect, defend, indemnify and save harmless the other party, and its successors and assigns, officers, members, officials, employees, representatives and agents, (collectively, the "Related Parties"), from any and all costs, expenses, claims, actions, suits, liability, loss, judgments, reasonable attorneys' fees and/or awards of damages arising out of or in any way resulting from the indemnifying party's or its Related Parties', negligent acts, errors or omissions related to the Trail Easement Area or any improvements therein. If such costs, expenses, claims, actions, suits, liability, loss, judgments, attorneys' fees and/or awards of damages are caused by, or result from, the concurrent negligence of the parties, or their respective Related Parties, this Section shall be valid and enforceable only to the extent of the negligence of each party and its respective Related Parties. In addition, Grantee hereby

agrees to release, hold harmless, indemnify, and defend Grantor, Grantor's tenant or any of its subtenant's, and their successors and assigns, officers, members, employees, representatives, and agents from and against all liabilities, penalties, costs, losses, damages, expenses, causes of action, suits, claims, demands, judgments or administrative actions, including, without limitation, reasonable attorney's and consultant's fees, arising from or in any way connected with injury to or death of any person, or physical damage to any property related to Grantee's or the Public's use of the Trail Easement Area, including but not limited to any use of property adjoining the Trail Easement Area by users of the Trail Easement. The foregoing indemnities are specifically and expressly intended to constitute a waiver of the indemnifying party's immunity under Washington's Industrial Insurance Act, RCW Title 51, with respect to the indemnified party only, and only to the extent necessary to provide the indemnified party with a full and complete indemnity of claims made by the indemnifying party. The parties acknowledge that this Section 6 was specifically negotiated and agreed to by them and that Grantor would not have agreed to grant this Easement to Grantee but for the inclusion of this Section 6. Notwithstanding the foregoing, neither Grantee nor Grantor waives, or intends to waive, any immunity or other protections it may enjoy under R.C.W. 4.24.210 or any successor statute which confers immunity or protections from liability for parties in possession of land who make said land available for recreational purposes.

7. Miscellaneous.

(a) Captions. The captions and paragraph headings contained in this Trail Easement are for convenience of reference only and in no way define, describe, extend or define the scope or intent of this Trail Easement, nor the intent of any of the provisions hereof.

(b) Governing Law. This Trail Easement shall be governed by and construed and enforced in accordance with the laws of the State of Washington. The parties agree that venue of any legal action brought to enforce this Trail Easement shall be in King County, Washington.

(c) Recitals Incorporated; Definitions. Each recital and definition set forth above is incorporated into this Trail Easement as though fully set forth herein.

(d) Attorney's Fees and Costs. If either party shall bring an action to enforce the terms of this Trail Easement, in any such action the prevailing party shall be entitled to an award of its reasonable attorneys' fees and reasonable costs. Said costs and attorneys' fees shall include, without limitation, costs and attorneys' fees incurred in any appeal or in any proceedings under any present or future federal bankruptcy, forfeiture or state receivership or similar law.

(e) Severability. All provisions of this Trail Easement are severable and the invalidity or unenforceability of any provision shall not affect or impair the validity or enforceability of the remaining provisions.

(f) Binding Effect; Successors and Assigns. The term of this Trail Easement shall be perpetual. The rights and obligations of the parties shall be deemed to run with the land and the easement shall inure to the benefit of and be binding upon Grantor's and Grantee's respective successors and assigns (subject to the terms hereof). This Trail Easement may be amended or modified only by written instrument, executed and acknowledged by the parties hereto or their successors or assigns, recorded with the King County Recorder's Office.

(g) Entire Agreement. This Easement contains the entire agreement of the parties and supersedes any prior written or oral agreements with respect to the matters described herein.

(h) Liens and Encumbrances. Grantee shall, at its sole cost and expense, keep the Trail Easement Area free and clear of any liens or other encumbrances arising out of Grantee's activities under this Trail Easement.

(h) Exhibits Incorporated. The exhibits attached hereto are incorporated herein by this reference as if fully set forth.

IN WITNESS WHEREOF, the said Grantor and Grantee have signed this _____ day of _____, ____.

GRANTOR

GRANTEE

BY: _____

BY: _____

TITLE:

TITLE:

DATE: _____

DATE: _____

Approved as to Form:

NOTARY BLOCKS APPEAR ON NEXT PAGE

EXHIBIT 1

**LEGAL DESCRIPTION FOR PEDESTRAIN AND BICYCLE, TRAIL
EASEMENT AREA**

[Insert legal description of this parcel]

EXHIBIT 2
Depiction of Trail Easement Area

{00369611.DOC;1}
4895-7783-3144, v. 1



August 26, 2024

Mr. Tim George
Interim City Manager
City of Des Moines
21630 11th Avenue S, Suite C
Des Moines, WA 98198-6398

RE: Sale of "Tract C" to Port of Seattle for Des Moines Creek West Development

Dear Mr. George,

The Port of Seattle supports the sale of the Tract C to the Port currently under consideration by the Des Moines City Council at an upcoming City Council meeting. Sale of this parcel adjacent to the Des Moines Creek West site, under development by Panattoni Development Company, will allow this small property to be added to our current ground lease with Panattoni and allow them to build an entrance from 20th Avenue South into the Des Moines Creek West development which will be safer for pedestrians on the adjacent new trail. The Port of Seattle Commission approved acquisition of the Tract C parcel at our July 9, 2024 Commission meeting. We urge the City Council to approve the sale of Tract C and allow developer Panattoni to move forward on their efforts to get the Des Moines Creek West development fully permitted and under construction early next year.

If approved by your City Council, this transaction will be the last significant action taken between our two organizations to realize our collective vision for the Des Moines Creek Business Park: to bring new economic activity, jobs, and environmental reclamation to the City of Des Moines on long vacant parcels owned by the Port of Seattle. This is the culmination of well over a decade of shared vision and common commitments detailed in formal agreements, shared infrastructure investments and long partnership between the Port and Des Moines in planning for the Des Moines Creek Business Park.

In sum, working collectively with our development partners of Trammel Crow, IAC and Panattoni, we have collaborated to bring about nearly 118.4 acres of development activity to land that sat vacant for decades. The business park development helps support the Port's economic development mission, helps the City of Des Moines meet its Comprehensive Plan employment goals, and contributes to your city's tax base. We have seen our development partners build 6 buildings -- including the new state of the art FAA office building -- that house over 2000 jobs, build new stormwater facilities, build new roadway frontage, remediate dozens of acres, construct new pathways and, with the completed Panattoni Des Moines Creek West project, the addition of a new trail extension and nearly 10 acres of forested woodlands and wetlands to be permanently protected forest land under a restrictive covenant. Countless hours of collective effort by leaders and citizens alike have brought us to the point we are today. With this last action, we can successfully complete our collective vision started so many years ago.

Thank you and the entire Des Moines planning and permitting team for the work and due diligence on this complex site. We remain committed to our ongoing efforts to improve the quality of life for the citizens of Des Moines.

Sincerely,

Mian A. Rice

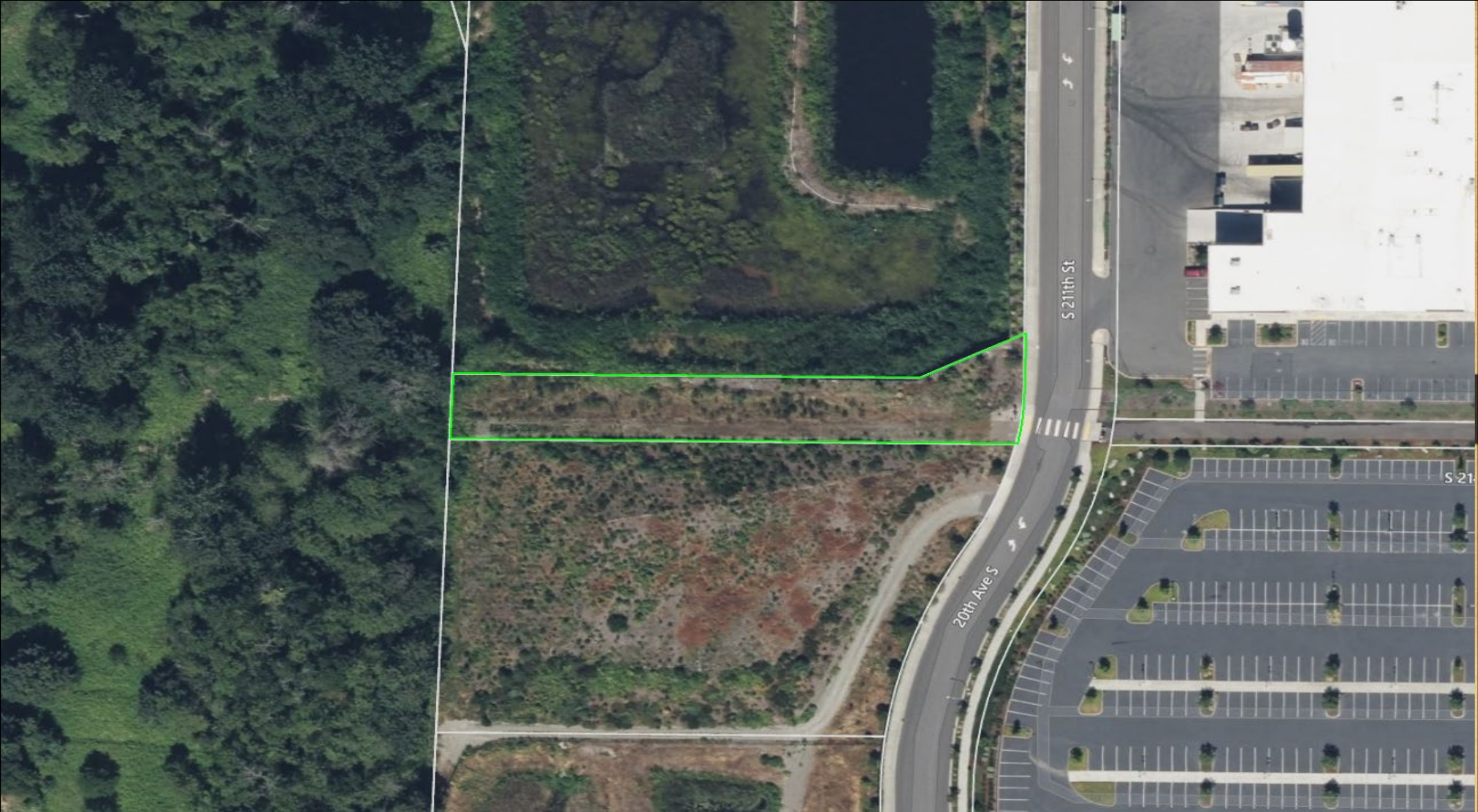
Mian Rice on behalf of Kyra Lise
Interim Managing Director for Economic Development
Port of Seattle

Second Reading

Public Hearing for Des Moines Creek Business Park
West: Surplus and sale of Tract C and approval of Trail
Easement

Presentation by Acting City Attorney Matt Hutchins

September 26, 2024



Tract C – DM Creek Business Park West Access Parcel

- Tract C: 20,000 square feet tract dedicated to the City from the Port of Seattle at no cost in 2016 as part of the Des Moines Creek Business Park development process.
- City Council approved access to the site across Tract C via Interlocal Agreement with the Port of Seattle on July 19, 2018.
- Current issue is private vs. public access.

Private Road

Road is built

Development on Port parcel proceeds

City receives \$690,000 for Tract C

City not responsible for road maintenance

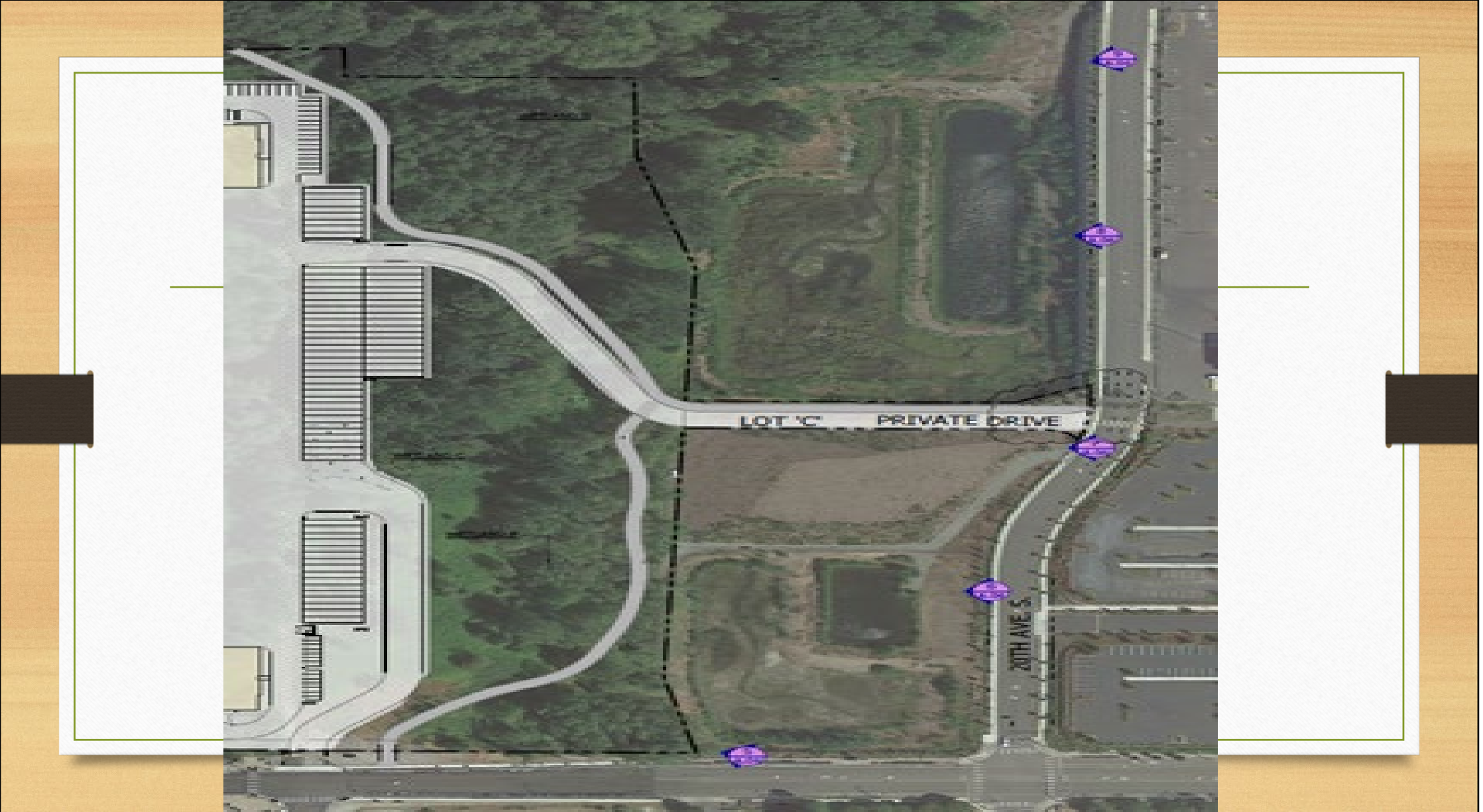
Public Road

Road is built

Development on Port parcel proceeds

City maintains ownership, \$0

City responsible for road maintenance



Substantive Issues with Business Park Development

- Substantive issues related to the DM Creek Business Park West development will be considered at a later date.
 - SEPA Appeal filed in August. Appeal hearing is set before the City's Hearing Examiner on October 18, 2024.
 - Public Hearing to consider Master Plan Approval as well as Variance request also set for October 18, 2024 in front of the City Hearing Examiner.
 - Opportunity for public comment at that date regarding the proposed development.

Conclusion of staff presentation

- This concludes the staff presentation.

RCW 39.33.020

- State law authorizes governments to transfer property to other government entities subject to notice requirements and payment of fair market value.
 - Notice – hearing notice posted online, Seattle Times, City posting places between 10 and 25 days prior to hearing.
 - Contained property description and proposed use.
 - Fair Market Value determined through appraisal = \$690,000
 - Appraisal was reviewed by City retained appraiser. Confirmed value.

Motion 1 – To be considered after public hearing.

- Motion 1
- “I move to enact Draft Ordinance 24-030 declaring surplus to City needs Tract C located within the Des Moines Creek Business Park West, and authorize the City Manager to execute the documents necessary for the sale of the property to the Port of Seattle for fair market value.”

A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: Resolution in support of Proposition
1, Public Safety Levy Lid Lift

FOR AGENDA OF: September 26, 2024

DEPT. OF ORIGIN: Administration

ATTACHMENTS:

- 1. Draft Resolution No. 24-060

DATE SUBMITTED: September 18, 2024

CLEARANCES:

- City Clerk _____
- Communications _____
- Community Development _____
- Courts _____
- Emergency Management _____
- Finance *MH*
- Human Resources _____
- Legal */s/ MH*
- Marina _____
- Police */s/ TB*
- Parks, Recreation & Senior Services _____
- Public Works _____

APPROVED BY CITY MANAGER

FOR SUBMITTAL: *[Signature]*

Purpose and Recommendation

The purpose of this agenda item is for the Council to consider Draft Resolution No. 24-060 which would express the City Council’s support of Proposition 1, a public safety levy lid lift ballot measure, appearing on the upcoming November 5, 2024 general election ballot.

Suggested Motion

Motion: “I move to adopt Draft Resolution No. 24-060 in support of the City of Des Moines’ Proposition 1, Public Safety Levy Lid Lift, on the November 5, 2024 election ballot.”

Background

At the Des Moines City Council's regular meeting on April 25, the City Council adopted Ordinance No. 1796, which placed a Property Tax Levy Lid Lift on the November 5, 2024 general election ballot. The purpose of the proposed Levy Lid Lift is to generate revenue to pay for public safety costs. The use of these funds will be restricted to retaining existing police positions, adding additional police and public safety positions, public safety related capital purchases like police vehicles, and other costs related to public safety such as court and jail costs.

If approved by a simple majority (50%+1) of Des Moines voters, the City's property tax rate will be set at a maximum of \$1.40 per \$1,000 of assessed property value. This \$0.50 increase from existing rates will allow the City to retain existing police services and expand them. Specifically:

- Add (4) new Patrol Officer positions.
- Retain (2) current Patrol Officer positions.
- Make permanent and retain (2) limited-term Patrol Officer positions originally funded by the American Rescue Plan Act (ARPA).
- Make permanent and retain a limited-term (1) Crisis Response Specialist originally funded by the American Rescue Plan Act (ARPA).
- Make permanent and retain a limited-term (1) Crime Analyst position.
- Fund public safety capital needs (police vehicles).
- Add (1) Community Service Officer.
- Pay for increased use of SCORE jail services and Municipal Court.

The Des Moines Police Department is not appropriately staffed to meet law enforcement service needs currently, and reductions will occur if additional revenue is not secured. The standard metric used for police staffing is "officers per 1,000 residents." Using this metric, the State of Washington is the least staffed state in the nation, with cities in Washington averaging 1.29 officers per 1,000 residents. Des Moines staffs well below the state average, at 1.05 officers per 1,000 residents.

Retaining existing staffing levels at the Des Moines Police Department and also adding patrol officer positions and support personnel will enhance our capacity to respond promptly to emergencies and improve community policing efforts through increased presence and proactive policing strategies.

Discussion

If the Levy Lid Lift is not approved, the City and our community face impending reductions in services due to staffing and resource limitations that will have a detrimental impact.

A local government legislative body may vote on a motion or resolution to express support or opposition to a ballot proposition if the following procedural steps are first taken:

- The notice for the meeting must include the title and number of the ballot proposition, and
- Members of the legislative body or members of the public must be allowed an approximately equal opportunity to express an opposing view.

Alternatives

1. Pass the resolution as written.
2. Pass the resolution with amendments.
3. Decline to pass the resolution.

Financial Impact

The Levy Lid Lift is projected to provide \$2,500,000 to \$3,000,000 dollars annually to the City which would be a dedicated funding source for public safety expenses. These funds would provide for the retention of the four police positions that are unfunded for 2025 and beyond (2 patrol officers, Crisis Response Specialist and Crime Analyst) as well as fund additional officers. If the Lid Lift does not pass, the four positions above will be unfunded as of December 31, 2024. Additional cuts will also need to be made from public service staffing and budgets in order to balance the budget for 2025-26.

Recommendation

All City departments recommend approval of the suggested motion as written.

CITY ATTORNEY'S FIRST DRAFT 09/17/2024

DRAFT RESOLUTION NO. 24-060

A RESOLUTION OF THE COUNCIL OF THE CITY OF DES MOINES, WASHINGTON, supporting the City of Des Moines' Proposition 1, *Public Safety Levy Lid Lift*, on the November 5, 2024 general election ballot.

WHEREAS, public safety costs are approximately 55% of the City's 2024 General Fund Budget, and

WHEREAS, historic levels of inflation have driven labor and supply costs up at a pace that exceeds the amount of revenue the City collects, and

WHEREAS, while costs have risen 21% over the last several years, the City is limited by state law to an annual 1% property tax increase; and

WHEREAS, there are currently four positions in the Police Department budget that are unfunded in 2025 and beyond, and

WHEREAS, in order to balance the City's General Fund budget absent additional funding, further expenditure cuts will need to be made from public safety costs, and

WHEREAS, in an effort to avoid cuts to essential public safety services, the Des Moines City Council approved the placement of Proposition 1, a public safety levy lid lift, on the November 5, 2024 ballot, and

WHEREAS, the City's Proposition 1 will provide dedicated funding for public safety services in the amount of approximately \$2,500,000 to \$3,000,000 per year, and

WHEREAS, the stated purpose of the Levy is to maintain and increase existing public safety service levels, retain police officer positions, and to pay for other increased costs related to public safety and police staffing, and

WHEREAS, more specifically, the City Council anticipates that in 2025, the increase would fund retaining four existing police officer positions, a mental health crisis response specialist position, a crime analyst position; would fund adding four additional police officer positions and a code enforcement

Resolution No. ____
Page 2 of 3

officer position; and would fund additional public safety expenses, and

WHEREAS, the City of Des Moines currently staffs police officers at a rate well below the state and national averages for a community our size, and

WHEREAS, the proposed funding will be used to increase staffing closer to the average level of police services for a community our size and allow for greater engagement in crime reduction strategies, community trust building and supporting a healthy workforce, and

WHEREAS, Levy funds will be kept in a dedicated fund that restricts the usage to expenditures related to public safety, and

WHEREAS, the City Council showing support for the Levy demonstrates to the community that the City Council is committed to public safety and ensuring that adequate funding is available to maintain and increase current staffing levels; now therefore,

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

The Des Moines City Council supports Proposition 1, *Public Safety Levy Lid Lift*, on the November 5, 2024 general election ballot to maintain and increase existing public safety service levels, retain police officer positions, and to pay for other increased costs related to public safety and police staffing.

ADOPTED BY the City Council of the City of Des Moines, Washington this ____ day of _____, 2024 and signed in authentication thereof this ____ day of _____, 2024.

M A Y O R

APPROVED AS TO FORM:

Resolution No. ____
Page 3 of 3

City Attorney

ATTEST:

City Clerk

Resolution to Support Proposition 1

City of Des Moines, Washington

Proposition 1

- A proposition to “lift” the 1% cap on the City of Des Moines Property Tax levy for 2025
- The ballot measure seeks to increase the Property Tax rate for the City of Des Moines to no more than \$1.40 per \$1,000 of annual assessed valuation.
- The first ballot measure failed in the August 6th Primary Election

Prop 1

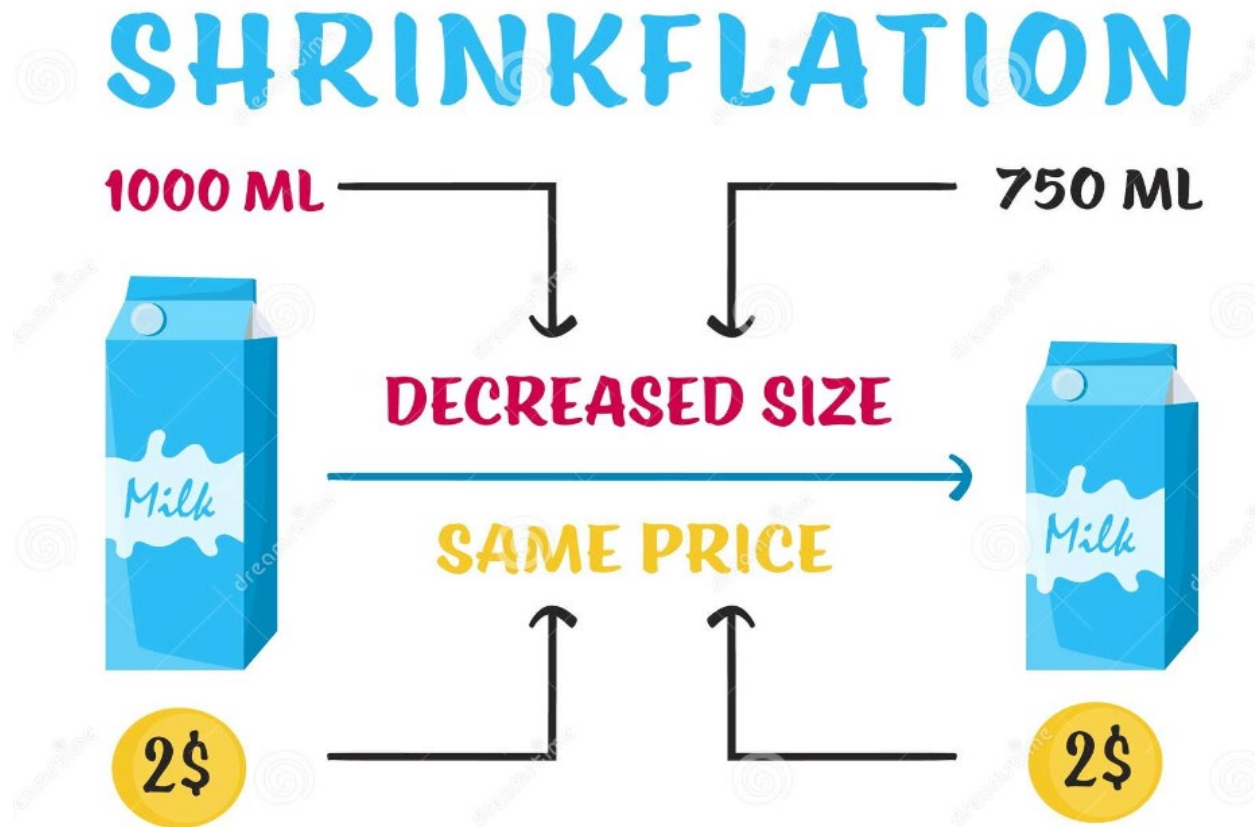
“The rejection of the proposition reflects the community’s decision to maintain the status quo.” —*Waterland Blog, August 7, 2024*

The Status Quo

- Revenue that remains flat from year-to-year
- Costs that have increased 22% in four years due to post-COVID inflation
- An initial 2025 budget deficit of about **\$4,500,000**



The Status Quo



The Choice



The Choice

\$.90 per \$1,000 AAV A Smaller Des Moines

- Budget cuts for police, court, and various city departments
- Fewer Police Officers
- Limited traffic enforcement resources
- No Redondo substation
- No Mental Health Crisis Response
- No Crime Analyst to assist detectives
- No Animal Control
- Reduced patrol staffing levels at night
- Reduced training and equipment for officers

\$1.40 per \$1,000 AAV A Safer Des Moines

- \$3.5 million of additional funding for public safety
- More Police Officers
- Enhanced neighborhood and school traffic enforcement
- Maintain current level of community presence
- Continued Mental Health Crisis Response
- More resources to assist officers and detectives
- Dedicated Animal Control
- Maintain current staffing levels at night
- Increase police effectiveness and efficiency
- Enhanced Code Enforcement with additional Officer

The Motion

"I move to adopt Draft Resolution No. 24-060 in support of the City of Des Moines' Proposition 1, Public Safety Levy Lid Lift, on the November 5, 2024 election ballot."

AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: Adoption of 2025 – 2030 Capital Improvements Plan

FOR AGENDA OF: September 26, 2024

DEPT. OF ORIGIN: Finance

ATTACHMENTS:

1. Draft Resolution No. 24-081
2. 2025 – 2030 Capital Improvements Plan

DATE SUBMITTED: September 19, 2024

CLEARANCES:

- City Clerk _____
- Community Development _____
- Courts _____
- Emergency Management _____
- Finance *MH ZJ*
- Human Resources _____
- Legal */s/ MH*
- Marina *SW*
- Police _____
- Parks, Recreation & Senior Services *BRM*
- Public Works *MAPS*

APPROVED BY CITY MANAGER

FOR SUBMITTAL: *[Signature]*

Purpose and Recommendation

The purpose of this agenda item is for the City Council to adopt Draft Resolution No. 24-081 (Attachment 1) approving the City of Des Moines 2025 – 2030 Capital Improvements Plan (CIP) included as Attachment 2. The CIP is being presented at the September 26, 2024, City Council meeting for Council approval.

Suggested Motion

Motion 1: “I move to adopt Draft Resolution No. 24-081 approving the City of Des Moines 2025 – 2030 Capital Improvements Plan.”

Background

In developing the 2025 – 2030 Capital Improvements Plan, the City prioritizes projects which include funding from bonds approved by the City Council in 2023. Other high priority projects would also be those where the City has procured grant funding. The City uses our limited amount of local funding as a match for these projects. The CIP contains projects that are included for strategic purposes to ensure there are shovel ready projects available, in order to seek future grant funding.

Alternatives

- 1) Council may adopt the plan as submitted.
- 2) Council may adopt the plan with revisions.

Financial Impact

The 2025 – 2030 Capital Improvements Plan includes detail on funding sources and detail of balances in the document.

Recommendation

Staff recommends the City Council approve the 2025 – 2030 Capital Improvements Plan by adopting Draft Resolution No. 24-081.

DRAFT RESOLUTION NO. 24-081

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DES MOINES, WASHINGTON, relating to capital improvements planning, adopting the 2025-2030 City of Des Moines Capital Improvements Plan, and superseding Resolution No. 1463.

WHEREAS, the City Council of the City of Des Moines adopted the 2024-2029 Capital Improvement Plan by Resolution No. 1463, and

WHEREAS, the City Council finds it to be in the public interest to adopt the 2025-2030 Capital Improvements Plan; now therefore,

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

Sec. 1. The City of Des Moines Capital Improvements Plan 2025-2030 is adopted by reference, as a guide for future capital improvement projects and policies.

Sec. 2. The City Manager is directed to submit to the City Council, for approval or adoption, annual updates to the Des Moines Capital Improvements Plan at least once a year.

Sec. 3. The City Manager is directed to submit to the City Council, for approval or adoption, amendments to specific projects contained in the Capital Improvements Plan when any project exceeds or will exceed budgetary authorization.

Sec. 4. The City Manager is directed to submit to the City Council, for approval, significant changes to the scope of any project contained in the Capital Improvements Plan as adopted in this Resolution. Determinations regarding what constitutes a significant change in a CIP project shall rest with the City Manager, provided in all circumstances that the provisions of section 3 are enforced. Finally, three City Councilmembers may determine a significant change has occurred or is proposed to occur with respect to any project contained in the CIP, which determination shall bring the matter before the full City Council for approval or authorization.

Sec. 5. Any new capital project meeting the criteria for inclusion in the CIP shall not be authorized without review and amendment to the 2025-2030 Capital Improvement Plan by the City Council.

Sec. 6. Capital Improvements Plan projects identified in the Comprehensive Transportation Plan (CTP) as "Intersection and Roadway Capacity Improvement Projects" are eligible for funding by Transportation Impact Fees authorized under Ordinance No. 1322. Eligible projects shall be funded from Transportation Impact Fees, to the extent such funds are available, in the following priority order:

(1) Payment of debt service on bonds or loans for CTP-identified eligible projects.

(2) Reimbursement of past CIP transportation capital expenditures for CTP-identified eligible projects.

(3) Reimbursement of current CIP transportation capital expenditures for CTP-identified eligible projects.

(4) Use as matching funds required to obtain grants for CTP-identified eligible projects.

Sec. 7. Resolution No. 1463 is hereby superseded.

ADOPTED BY the City Council of the City of Des Moines, Washington this 26th day of September, 2024, and signed in authentication thereof this 26th day of September, 2024.

M A Y O R

APPROVED AS TO FORM:

City Attorney

ATTEST:

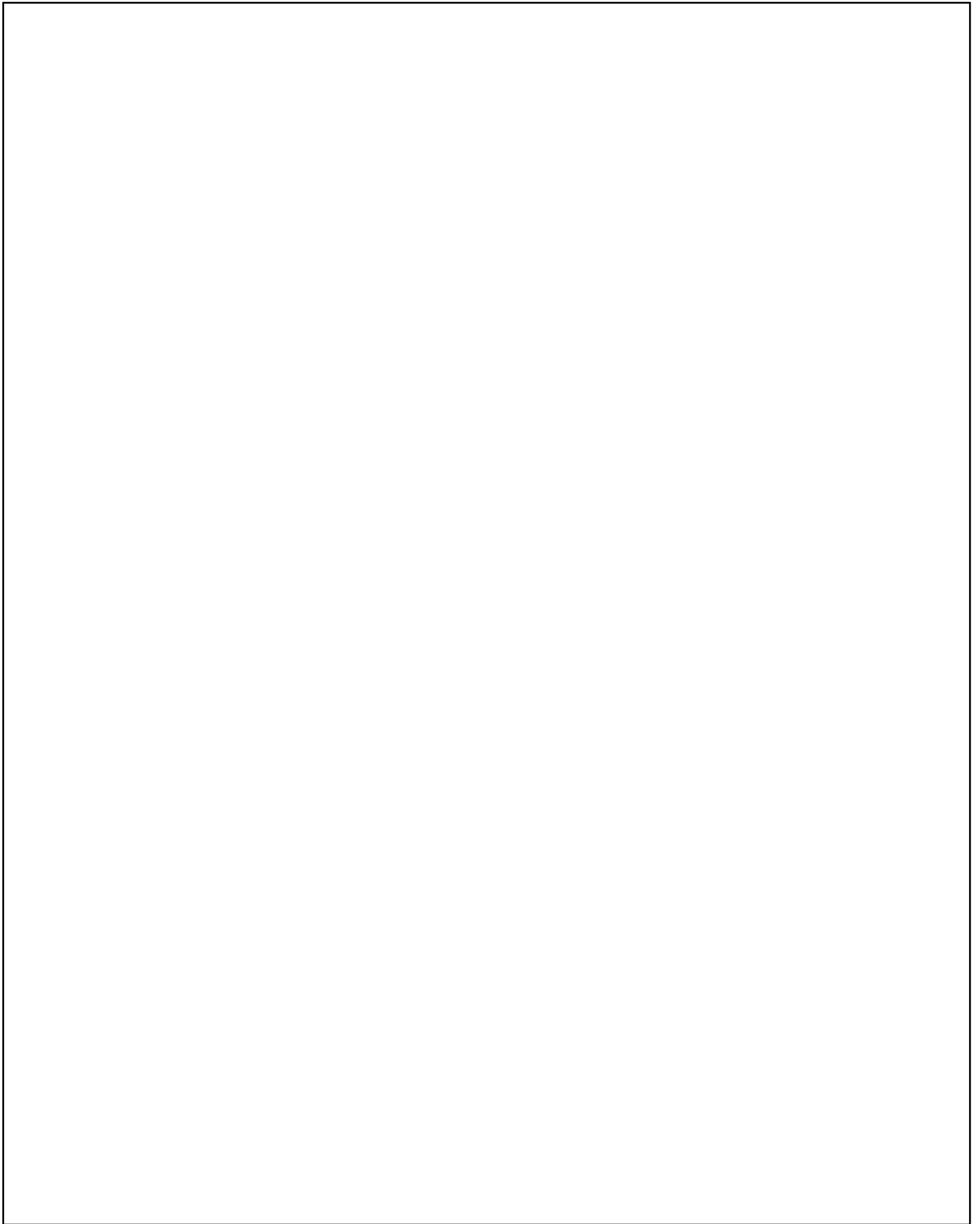
City Clerk

9/26/2024



2025-2030

CAPITAL IMPROVEMENTS PLAN



CITY OF DES MOINES
2025 – 2030
CAPITAL IMPROVEMENTS PLAN

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INTRODUCTION

This document is the City of Des Moines's 2025-2030 Capital Improvement Plan. The Capital Improvement Plan provides a multi-year list of proposed major capital and major repair expenditures for the city. This plan attempts to set funding strategies not only for the current year, but also for the next five years to project future needs for major construction, land acquisition and equipment needs that improve the cultural environment, capital infrastructure and recreational opportunities for the citizens of Des Moines. Capital expenditures are viewed not only in the context of how much the new project will cost, but also what impact the project will have on the city's operating budget.

OVERVIEW

Capital facilities planning and financing is subject to the State of Washington Growth Management Act of 1990 (GMA). The GMA requires communities to adopt comprehensive plans designed to guide the orderly development of growth over the next twenty years.

In accordance with GMA, the city has prepared its 2025-2030 Capital Improvement Plan ("CIP"). This plan provides long-range policy guidance for the development of capital improvements and identification of major repairs to accommodate orderly growth, set policy direction for capital improvements and ensure that needed capital facilities are provided in a timely manner.

The GMA requires the following elements in long term capital planning:

1. An inventory of existing publicly-owned capital facilities showing locations and capacities.
2. A forecast of the future needs for such capital facilities.
3. The proposed locations and capacities of expanded or new capital facilities.
4. A minimum six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.
5. A requirement to reassess the land-use element if probable funding falls short of meeting existing needs.

The 2025-2030 CIP is the result of step 4 listed above.

For financial and accounting purposes, municipal capital and operating funds are divided into two broad categories: general governmental and proprietary. General governmental activities are supported primarily by taxes and user fees, while proprietary activities rely primarily on fees generated from the sale of goods and services for their operations. Capital improvements for police, parks, and transportation are traditionally general governmental in nature, while those for surface water and marina are proprietary.

Revenue sources for general governmental capital improvements are constrained by legal limits on tax rates that can be charged to raise funds for capital improvements, and on the amount of general obligation debt (capacity) that can be issued to raise funds for capital improvements. Proprietary funds' revenue sources are less restricted in that user fees could be increased or revenue-backed debt issued with the approval of the legislative body.

In addition, general governmental capital funding for improvements that rely on voter-approved bond issues creates certainty of when or if certain projects will take place.

CIP PROJECT CRITERIA

Capital expenditures include expenditures for buildings, land, major equipment, and other commodities that are of significant value (greater than \$25,000) and have a useful life of at least five years. Anticipated major repairs/maintenance greater than \$25,000 have also been included. The next year of capital spending and projects which do not meet the capital criteria are included in the annual Operating Budget.

The Capital Improvement Plan (CIP) lists each proposed project to be undertaken, the year in which it will be started, the amount expected to be expended in each year and the proposed method of financing these expenditures. Based on these details, summaries of project activities in each year can be prepared, as well as summaries of financial requirements, such as amounts of general obligation bonds to be issued, amounts of general operation funds required and any anticipated intergovernmental support, etc.

The capital improvement budget is enacted annually based on the capital improvement plan. It appropriates funding for the projects in the first year of the capital improvement plan as well as any projects started but not yet complete.

Flexibility is built into the capital improvement plan to allow for delay of projects when financing constraints make it impossible to allow for funding of the entire array of projects and to move future projects forward when financial availability makes it possible. The CIP is updated at least annually.

WHY PLAN FOR CAPITAL FACILITIES?

Project planning provides several advantages to the community:

- It facilitates repair or replacement of existing facilities before they fail. Failure is almost always more costly, time- consuming and disruptive than planned repair or replacement.
- It focuses community and the City Council's attention to priorities, goals, needs and capabilities. There are always more needs and competing projects than available funds. A good project plan forces the city to consciously set priorities between competing projects and interests.
- It provides a framework for decisions about community growth and development. Long-range planning for infrastructure needs allows the community to accommodate reasonable growth in new facilities while maintaining existing infrastructure, based on goals established through the planning process.
- It promotes a more efficient government operation. Coordination of projects can minimize disruption and reduce scheduling problems and conflicts between several projects. Related projects, such as sidewalks, drainage and roads, can be planned simultaneously.
- It helps distribute costs more equitably over a longer period of time, avoiding the need to impose spikes in tax financing. For example, new projects can be scheduled as current debt levels decline.
- It enhances opportunities for outside financial assistance. Adequate lead time allows for the opportunity to explore all avenues of outside grant funding with federal, state, and local financial assistance programs.

- It serves as an effective community education tool in conveying to the public that the City Council has made decisions that affect the future of the city and in its implementation provides guidance for development of the community.

FINANCIAL POLICIES & REVENUE SOURCES

The City Council has adopted policies that encourage fiscal responsibility while establishing reliable sources of funding for project expenditures on an ongoing basis. Described below are policies and revenues sources which support the CIP process.

Revenue Policies and Sources

- In 2012 City Council adopted Ordinance No. 1561 which was later amended by Ordinance No. 1637 in 2015, which defines one-time revenues and restricts the use of those identified one-time revenues to fund municipal capital improvements projects.
- Rate studies in proprietary funds are conducted periodically to determine the adequacy of user charges and annual contributions for capital improvements. The Surface Water Management Utility completed its latest rate study in 2015. In November 2015 the City Council approved Ordinance No. 1627 adopting a five-year plan for rate increases as proposed by the Surface Water Management Utility Rate Study. The rate increase is a combination of an increase related to the CCI/CPI inflation index and a fixed rate increase after applying the CCI/CPI inflation index. In June 2017, the City Council approved Ordinance No. 1685 adopting increases in Marina rates effective July 1, 2017, and January 1 for each succeeding year through 2020.
- Park in-lieu fees from single-family subdivisions and multi-family developments are used for the acquisition and development of neighborhood parks determined necessary as a consequence of the proposed development, or for designated community parks.
- Transportation Impact Fees are used to pay for past and future payments of capital expenditures for growth related transportation improvements and are also available to repay the debt service on bonds or loans financed for growth related transportation improvements

Debt Management Policies:

- The city shall determine the most advantageous financing method for all new projects. Whenever possible, the city shall identify alternative sources of funding and shall examine the availability of all sources in order to minimize the level of debt.
- Pay-as-you-go financing of capital improvements shall be utilized whenever possible.
- The city shall utilize intergovernmental contribution, when available, to finance capital improvements that are consistent with the goals and priorities of the city.
- The scheduled maturities of long-term obligations shall not exceed the expected useful life of the capital project or asset financed.

CAPITAL IMPROVEMENT PLAN PROCESS

The capital improvement plan process is built around the following eight steps:

1. *Establish administrative and policy framework for capital programming and budgeting.* The first step in implementing an effective capital improvement planning and budget process is to establish the underlying organizational and policy framework within which the process operates. All requests for capital improvement projects are submitted to the Finance Department.

2. *Prepare inventory of existing facilities.* Each governmental unit compiles an inventory of its own physical plant. This helps to indicate the eventual need for renewal, replacements, expansion or retirement of some of the physical plant. This often is accomplished through a master plan process.

3. *Review the status of on-going projects.* The estimated costs of these projects are reviewed to ensure accuracy and monitor the funding necessary to complete the project.

4. *Perform financial analysis and financial programming.* Financial analysis involves the determination of the City of Des Moines' financial capability for major expenditures by examining past, present and future revenue, expenditures and municipal debt. The selection and scheduling of funding sources of these major expenditures is known as financial programming. Some of the important objectives of financial programming include:

- Smoothing the tax rate impacts
- Maintaining a preferred balance of debt service and current expenditures
- Determining debt capacity and appropriate debt service levels
- Maximizing intergovernmental aid relative to local expenditures

The intent is to come up with a level of project expenditures which the municipality can safely afford over the next several years while maintaining a minimal impact of the property tax rate and other municipal revenues.

5. *Compile and evaluate project requests.* Once the Finance Department has completed reviewing and summarizing the CIP requests, the CIP requests are then presented to the City Council Committees (Environment Committee for Surface Water Management capital projects; Municipal Facilities Committee for Parks, Administrative and Maintenance Facilities, and Marina capital projects; Transportation Committee for Transportation capital projects) for review and prioritization based on the criteria contained in the Capital Project Criteria section.

6. *Adopt the capital program and budget.* The City Council as a whole, reviews, modifies and adopts the Capital Improvement Plan in the summer. Continuing projects plus projects listed in the CIP to start the next fiscal year are included in the Operating Budget which council adopts before the end of the current year.

7. *Monitoring the Capital Project Budget.* Monitoring the approved capital project budget requires appropriate actions from the Finance Department. Since capital projects often involve time-consuming activities such as bidding, site selection, and lengthy purchasing and construction delays, the actual implementation of projects may be completed somewhat later than the designated year. If funds are incomplete, it may be desirable to split the project over two funding years. An example of this would be

completing the Engineering design and bid specification development in one year and the actual construction in the second year.

8. *Modifications.* Significant change in project scope, time or costs requires a budget amendment by the City Council.

CAPITAL PROJECT EVALUATION CRITERIA

Legal. A State or Federal mandate may require a project be implemented. Court orders and judgments concerning annexation property owners' rights, environmental protection, etc. are examples of legal requirements which may affect project prioritization.

Safety. Benefit to the environment, safety or public health of the community is evaluated. For example, all street projects concern public safety, but streets for which documented evidence of existing safety hazards are given higher priority.

Comprehensive Plan. Consistency with the city's Comprehensive Plan is important. Capital projects may directly or indirectly relate to comprehensive plan and should be consistent with the comprehensive plan.

Funding. The extent to which outside funding is available for a project or purchase is evaluated.

Related Project. Sometimes projects in one category are essential to the success of those in others. Related projects proposed by other departments or governmental jurisdictions may even affect a savings to a particular project. Coordination of street projects with utility programs within the city (or those planned by other jurisdictions) can reduce costs and minimize public inconvenience. A surface water line replacement needed in three years may be given a higher priority in order to coincide with a street resurfacing project needed immediately.

Efficiencies. Projects which substantially improve the quality of service at the same operating cost, or eliminate obsolete and inefficient facilities, or lower operating costs are given higher priority.

Economic Impact. A project may affect the local economy. Increases or decreases in property valuations may occur. Rapid growth in the area may increase the city's land acquisition costs if the project is deferred.

Public Support. Projects are generally more easily implemented if there is public demand and support for them.

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SUMMARY LISTING OF
PROJECT EXPENDITURES
AND FUNDING SOURCES

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**CITY OF DES MOINES
CIP EXPENDITURE SUMMARY: 2025-2030**
(Amounts in Thousands)

Page #	Project Status	Project Name	Current Budget	Requested Change	Total Budget	Project to Date 12/31/2023	Plan Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
Transportation Projects													
Street Operating Projects													
20	Active	ADA Compliance Program	355	55	410	198	32	30	30	30	30	30	30
21	Active	Guardrail Program	58	-	58	28	1	29	-	-	-	-	-
Total Street Operating Projects			413	55	468	226	33	59	30	30	30	30	30
Arterial Street Repaving													
22	Active	Arterial Street Pavement Preservation	11,910	2,155	14,065	3,630	4,135	1,050	1,050	1,050	1,050	1,050	1,050
Total Arterial Street Repaving			11,910	2,155	14,065	3,630	4,135	1,050	1,050	1,050	1,050	1,050	1,050
Economic Development Projects													
23	Active	Redondo Paid Parking	380	-	380	142	238	-	-	-	-	-	-
Total Economic Development Projects			380	-	380	142	238	-	-	-	-	-	-
Transportation - Capital Projects													
24	Active	24th Ave S. Improvements Project (Segment 2)	8,689	-	8,689	2,552	6,137	-	-	-	-	-	-
25	Active	Barnes Creek Trail	7,672	542	8,214	1,722	679	5,483	330	-	-	-	-
26	Active	College Way	1,450	-	1,450	500	950	-	-	-	-	-	-
27	Active	S 223rd Strt Complete Street Impr	336	-	336	287	49	-	-	-	-	-	-
28	Active	Arterial Traffic Calming	274	209	483	180	63	80	80	80	-	-	-
29	Active	Marine View Dr / South 240th St. Intersection Improvement	2,153	-	2,153	55	-	-	-	-	365	1,733	-
30	Active	S. 200th St. & S. 199th St. Improvements (Segment 1)	4,355	150	4,505	27	1,270	3,208	-	-	-	-	-
31	Active	Downtown Alley Improvement	541	-	541	1	540	-	-	-	-	-	-
32	Active	S 224th St Improvements	910	-	910	1	-	239	670	-	-	-	-
33	Closed	Puget Sound Gateway - SR509 Extension	500	-	500	-	500	-	-	-	-	-	-
34	Active	Redondo Area Street Improvements	70	-	70	-	-	10	60	-	-	-	-
35	Active	30th Ave S Improvements - South Segments	4,625	1,475	6,100	-	-	-	6,100	-	-	-	-
36	Active	South 240th Street Improvements - Segment 1	6,300	1,250	7,550	-	-	-	-	950	6,600	-	-
37	Active	16th Ave - Seg 5A	204	-	204	-	-	-	-	-	204	-	-
38	Active	Kent-Des Moines Rd - Seg 2	7,200	-	7,200	-	-	-	-	-	-	985	6,215
39	Active	South 240th Street Improvements - Segment 3	4,850	1,040	5,890	-	-	-	-	-	-	940	4,950
Total Transportation - Capital Projects			50,129	4,666	54,795	5,325	10,188	9,020	7,240	1,030	7,169	3,658	11,165
Grand Total Transportation Projects			62,832	6,876	69,708	9,323	14,594	10,129	8,320	2,110	8,249	4,738	12,245
Municipal Capital Improvements													
Technology Projects													
40	Closed	Financial System Replacement	412	-	412	412	-	-	-	-	-	-	-
Total Technology Projects			412	-	412	412	-	-	-	-	-	-	-
Waterfront Facility Projects													
41	Closed	Marina Redevelopment	925	-	925	690	235	-	-	-	-	-	-
42	Active	Marina Steps & Promenade	10,000	231	10,231	272	1,820	8,139	-	-	-	-	-
43	Active	Marina, Beach Park Paid Parking	360	-	360	142	218	-	-	-	-	-	-
Total Waterfront Facility Projects			11,285	231	11,516	1,104	2,273	8,139	-	-	-	-	-
Park Facility & Playground Projects													
44	Closed	North Bulkhead	12,927	(317)	12,610	12,609	1	-	-	-	-	-	-
45	Active	Sound View Park	3,340	95	3,435	3,395	-	-	40	-	-	-	-
46	Active	Midway Park Acquisition	6,367	-	6,367	2,770	488	3,109	-	-	-	-	-
47	Closed	N Lot Restrooms, Plazas & Promenade	843	(37)	806	806	-	-	-	-	-	-	-
48	Active	Redondo Fishing Pier	4,043	(163)	3,880	606	17	3,257	-	-	-	-	-
49	Closed	Redondo Floats	527	(4)	523	521	2	-	-	-	-	-	-
50	Active	Redondo Fishing Pier Bulkhead & Plaza	3,562	13	3,575	111	164	-	3,300	-	-	-	-
51	Active	Redondo Restroom	1,916	578	2,494	98	2,396	-	-	-	-	-	-
52	Active	Beach Park Bulkhead, Promenade, & Play Equip/Water Feature	2,972	-	2,972	97	-	-	209	2,666	-	-	-
53	Closed	Field House Play Equipment	698	5	703	75	628	-	-	-	-	-	-
54	Closed	Cecil Powell Play Equipment	296	-	296	59	237	-	-	-	-	-	-
55	Active	DMBP Sun Home Lodge Rehab	905	100	1,005	48	40	100	-	-	817	-	-
56	Closed	Mary Gay Park	76	(30)	46	46	-	-	-	-	-	-	-
57	Closed	Sonju Park	66	(25)	41	41	-	-	-	-	-	-	-
58	Active	Des Moines Memorial Flag Triangle	274	-	274	10	264	-	-	-	-	-	-
59	Active	Police HVAC	867	45	912	-	-	912	-	-	-	-	-
60	Active	City Hall Parking Lot	442	23	465	-	-	41	424	-	-	-	-
61	Active	Activity Center Irrigation/Landscape	65	5	70	-	-	-	-	-	70	-	-
Total Park Facility & Playground Projects			40,186	288	40,474	21,292	4,237	7,419	3,973	2,666	887	-	-
Grand Total Municipal Capital Improvements			51,883	519	52,402	22,808	6,510	15,558	3,973	2,666	887	-	-

Page #	Project Status	Project Name	Current Budget	Requested Change	Total Budget	Project to Date 12/31/2023	Plan Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
Marina Capital Improvements													
62	Active	Marina Dock Replacement	14,419	-	14,419	680	10	13,729	-	-	-	-	-
63	Closed	Marina Dredging	799	51	850	444	406	-	-	-	-	-	-
64	Closed	Marina Guest Moorage Power Upgrades	319	(92)	227	221	6	-	-	-	-	-	-
65	Active	Tenant Restroom Replacement	797	-	797	14	-	783	-	-	-	-	-
66	Active	Dock Electrical Replacements	241	-	241	1	60	60	60	60	-	-	-
67	Active	CSR Roof Replacement	-	70	70	-	-	70	-	-	-	-	-
68	Active	All Purpose Building (APB)	1,050	-	1,050	-	-	50	-	1,000	-	-	-
Total Marina Capital Improvements			17,625	29	17,654	1,360	482	14,692	60	1,060	-	-	-
Surface Water Management Capital													
69	Closed	N. Fork McSorley Ck Diversion	1,116	(34)	1,082	1,082	-	-	-	-	-	-	-
70	Closed	Barnes Crk/Kent-Des Moines Rd Culvert	2,768	-	2,768	1,063	1,705	-	-	-	-	-	-
71	Active	Deepdene Plat Outfall Replacement	409	56	465	275	15	175	-	-	-	-	-
72	Active	24th Ave Pipeline Replacement/ Upgrade	1,431	-	1,431	208	1,003	220	-	-	-	-	-
73	Closed	KDM /16th Avenue A Pipe Replacement	1,070	(365)	705	161	544	-	-	-	-	-	-
74	Active	DMMD 208th to 212th Pipe Project	1,156	949	2,105	105	1,780	220	-	-	-	-	-
75	Active	Massey Creek Pocket Estuary and Fish Passage	3,000	(2,630)	370	84	148	138	-	-	-	-	-
76	Active	Des Moines Creek Estuary Restoration	2,121	1,246	3,367	69	183	265	350	2,500	-	-	-
77	Active	216th Pl/ Marine View Dr. Pipe Upgrade	584	136	720	64	546	110	-	-	-	-	-
78	Closed	1st Ave Pump Replacement	100	9	109	64	45	-	-	-	-	-	-
79	Active	Pipe Repair and Replacement Project Program	762	78	840	27	4	130	135	136	136	136	136
80	Active	6th Pl/287th Street Pipe Replacement	724	235	959	-	-	414	545	-	-	-	-
81	Active	S. 200th St. Drainage Improvements	500	-	500	-	-	250	250	-	-	-	-
82	Active	MVD Pond Retrofit	861	-	861	-	-	172	689	-	-	-	-
83	Active	5th Ave/212th Street Pipe Upgrade	1,788	-	1,788	-	-	457	1,331	-	-	-	-
84	Active	13th Ave S Bioswale Retrofit	215	-	215	-	-	44	171	-	-	-	-
85	Active	Service Center Material Storage Improvments	100	-	100	-	-	-	100	-	-	-	-
86	Active	KDM/16th Ave B Pipe Project	1,741	200	1,941	-	-	-	-	-	495	1,446	-
87	Active	232nd St (10th to 14th) Pipe Project	1,297	-	1,297	-	-	-	-	-	332	965	-
88	Active	258th St (13th Pl to 16th Ave) Pipe Project	466	-	466	-	-	-	-	-	259	207	-
89	Active	S 234th Pl Pipe Project	69	-	69	-	-	-	-	-	69	-	-
Total Surface Water Management Capital			22,278	(120)	22,158	3,202	5,973	2,094	2,470	4,238	1,291	2,754	136
Building Facility Projects													
90	Closed	Court Security Improvements	240	(164)	76	76	-	-	-	-	-	-	-
91	Closed	Building Access System	34	20	54	54	-	-	-	-	-	-	-
92	Closed	Police Security Improvements	183	(141)	42	42	-	-	-	-	-	-	-
93	Active	Founders' Lodge Improvements	722	-	722	17	128	577	-	-	-	-	-
94	Closed	City Hall Suite D Security Improvements	11	-	11	11	-	-	-	-	-	-	-
95	Active	Jan 2024 Activity Center Damage Repair	-	219	219	-	219	-	-	-	-	-	-
96	Closed	PW Service Center and PD Vehicle Gate Repairs	60	-	60	-	60	-	-	-	-	-	-
97	Active	Citywide Mechanical & HVAC Equipment and Roofing Replacements	300	50	350	-	50	50	50	50	50	50	50
98	Active	City Fiber Loop Completion	-	1,250	1,250	-	-	1,250	-	-	-	-	-
99	Active	Service Center Fueling Station Canopy & Fuel Tank Replacement	1,430	72	1,502	-	-	231	1,271	-	-	-	-
100	Active	LED Exterior Lighting	81	4	85	-	-	-	85	-	-	-	-
101	Active	Service Center Material Storage Improvements	400	-	400	-	-	-	-	400	-	-	-
102	Active	City Hall Canopy Repairs	87	4	91	-	-	-	-	91	-	-	-
Total Building Facilities			3,548	1,314	4,862	200	457	2,108	1,406	541	50	50	50
Total City Wide			158,166	8,618	166,784	36,893	28,016	44,581	16,229	10,615	10,477	7,542	12,431
Grand Total Capital Improvements Plan			158,166	8,618	166,784	36,893	28,016	44,581	16,229	10,615	10,477	7,542	12,431

**CITY OF DES MOINES
CIP REVENUE SUMMARY: 2025-2030**

(Amounts in Thousands)

Page #	Project Status	Project Name	Current Budget	Requested Change	Total Budget	Project to Date 12/31/2023	Plan Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
Transportation Projects													
Street Operating Projects													
20	Active	ADA Compliance Program	355	55	410	200	30	30	30	30	30	30	30
21	Active	Guardrail Program	58	-	58	29	-	29	-	-	-	-	-
		Total Street Operating Projects	413	55	468	229	30	59	30	30	30	30	30
Arterial Street Repaving													
22	Active	Arterial Street Pavement Preservation	11,910	2,155	14,065	6,715	1,050	1,050	1,050	1,050	1,050	1,050	1,050
		Total Arterial Street Repaving	11,910	2,155	14,065	6,715	1,050	1,050	1,050	1,050	1,050	1,050	1,050
Economic Development Projects													
23	Active	Redondo Paid Parking	380	-	380	355	25	-	-	-	-	-	-
		Total Economic Development Projects	380	-	380	355	25	-	-	-	-	-	-
Transportation - Capital Projects													
24	Active	24th Ave S. Improvements Project (Segment 2)	8,689	-	8,689	1,408	7,281	-	-	-	-	-	-
25	Active	Barnes Creek Trail	7,672	542	8,214	1,724	682	5,478	330	-	-	-	-
26	Active	College Way	1,450	-	1,450	500	950	-	-	-	-	-	-
27	Active	S 223rd St Complete Street Impr	336	-	336	279	57	-	-	-	-	-	-
28	Active	Arterial Traffic Calming	274	209	483	180	81	62	80	80	-	-	-
29	Active	Marine View Dr / South 240th St. Intersection Improvement	2,153	-	2,153	55	-	-	-	-	365	1,733	-
30	Active	S. 200th St. & S. 199th St. Improvements (Segment 1)	4,355	150	4,505	26	1,272	3,207	-	-	-	-	-
31	Active	Downtown Alley Improvement	541	-	541	516	25	-	-	-	-	-	-
32	Active	S 224th St Improvements	910	-	910	760	-	150	-	-	-	-	-
33	Closed	Puget Sound Gateway - SR509 Extension	500	-	500	-	500	-	-	-	-	-	-
34	Active	Redondo Area Street Improvements	70	-	70	-	-	10	60	-	-	-	-
35	Active	30th Ave S Improvements - South Segments	4,625	1,475	6,100	-	490	-	5,610	-	-	-	-
36	Active	South 240th Street Improvements - Segment 1	6,300	1,250	7,550	87	-	-	-	950	6,513	-	-
37	Active	16th Ave - Seg 5A	204	-	204	204	-	-	-	-	-	-	-
38	Active	Kent-Des Moines Rd - Seg 2	7,200	-	7,200	-	-	-	-	-	-	985	6,215
39	Active	South 240th Street Improvements - Segment 3	4,850	1,040	5,890	-	-	-	-	-	-	935	4,955
		Total Transportation - Capital Projects	50,129	4,666	54,795	5,739	11,338	8,907	6,080	1,030	6,878	3,653	11,170
		Grand Total Transportation Projects	62,832	6,876	69,708	13,038	12,443	10,016	7,160	2,110	7,958	4,733	12,250
Municipal Capital Improvements													
Technology Projects													
40	Closed	Financial System Replacement	412	-	412	412	-	-	-	-	-	-	-
		Total Technology Projects	412	-	412	412	-	-	-	-	-	-	-
Waterfront Facility Projects													
41	Closed	Marina Redevelopment	925	-	925	690	235	-	-	-	-	-	-
42	Active	Marina Steps & Promenade	10,000	231	10,231	8,136	2,095	-	-	-	-	-	-
43	Active	Marina, Beach Park Paid Parking	360	-	360	360	-	-	-	-	-	-	-
		Total Waterfront Facility Projects	11,285	231	11,516	9,186	2,330	-	-	-	-	-	-
Park Facility & Playground Projects													
44	Closed	North Bulkhead	12,927	(317)	12,610	12,610	-	-	-	-	-	-	-
45	Active	Sound View Park	3,341	94	3,435	3,396	-	-	39	-	-	-	-
46	Active	Midway Park Acquisition	6,367	-	6,367	2,769	549	3,049	-	-	-	-	-
47	Closed	N Lot Restrooms, Plazas & Promenade	843	(37)	806	805	1	-	-	-	-	-	-
48	Active	Redondo Fishing Pier	4,043	(163)	3,880	2,119	1,761	-	-	-	-	-	-
49	Closed	Redondo Floats	527	(4)	523	521	2	-	-	-	-	-	-
50	Active	Redondo Fishing Pier Bulkhead & Plaza	3,562	13	3,575	111	164	-	3,300	-	-	-	-
51	Active	Redondo Restroom	1,916	578	2,494	1,226	1,268	-	-	-	-	-	-
52	Active	Beach Park Bulkhead, Promenade, & Play Equip/Water Feature	2,972	-	2,972	97	-	-	209	2,666	-	-	-
53	Closed	Field House Play Equipment	698	5	703	75	628	-	-	-	-	-	-
54	Closed	Cecil Powell Play Equipment	296	-	296	58	238	-	-	-	-	-	-
55	Active	DMBP Sun Home Lodge Rehab	905	100	1,005	49	39	100	-	-	817	-	-
56	Closed	Mary Gay Park	76	(30)	46	46	-	-	-	-	-	-	-
57	Closed	Sonju Park	66	(25)	41	40	1	-	-	-	-	-	-
58	Active	Des Moines Memorial Flag Triangle	274	-	274	112	162	-	-	-	-	-	-
59	Active	Police HVAC	867	45	912	-	-	912	-	-	-	-	-
60	Active	City Hall Parking Lot	442	23	465	-	-	41	424	-	-	-	-
61	Active	Activity Center Irrigation/Landscape	65	5	70	-	-	-	-	-	70	-	-
		Total Park Facility & Playground Projects	40,187	287	40,474	24,034	4,813	4,102	3,972	2,666	887	-	-
		Grand Total Municipal Capital Improvements	51,884	518	52,402	33,632	7,143	4,102	3,972	2,666	887	-	-

Page #	Project Status	Project Name	Current Budget	Requested Change	Total Budget	Project to Date 12/31/2023	Plan Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
Marina Capital Improvements													
62	Active	Marina Dock Replacement	14,419	-	14,419	14,219	200	-	-	-	-	-	-
63	Closed	Marina Dredging	799	51	850	799	51	-	-	-	-	-	-
64	Closed	Marina Guest Moorage Power Upgrades	319	(92)	227	220	7	-	-	-	-	-	-
65	Active	Tenant Restroom Replacement	797	-	797	14	-	783	-	-	-	-	-
66	Active	Dock Electrical Replacements	241	-	241	120	-	-	61	60	-	-	-
67	Active	CSR Roof Replacement	-	70	70	-	-	70	-	-	-	-	-
68	Active	All Purpose Building (APB)	1,050	-	1,050	-	-	50	-	1,000	-	-	-
Total Marina Capital Improvements			17,625	29	17,654	15,372	258	903	61	1,060	-	-	-
Surface Water Management Capital													
69	Closed	N. Fork McSorley Ck Diversion	1,116	(34)	1,082	1,082	-	-	-	-	-	-	-
70	Closed	Barnes Crk/Kent-Des Moines Rd Culvert	2,768	-	2,768	1,063	1,705	-	-	-	-	-	-
71	Active	Deepdene Plat Outfall Replacement	409	56	465	274	16	175	-	-	-	-	-
72	Active	24th Ave Pipeline Replacement/Upgrade	1,431	-	1,431	208	1,003	220	-	-	-	-	-
73	Closed	KDM /16th Avenue A Pipe Replacement	1,070	(365)	705	161	544	-	-	-	-	-	-
74	Active	DMMD 208th to 212th Pipe Project	1,156	949	2,105	105	1,780	220	-	-	-	-	-
75	Active	Massey Creek Pocket Estuary and Fish Passage	3,000	(2,630)	370	88	144	138	-	-	-	-	-
76	Active	Des Moines Creek Estuary Restoration	2,121	1,246	3,367	70	182	265	350	2,500	-	-	-
77	Active	216th Pl/ Marine View Dr. Pipe Upgrade	584	136	720	64	546	110	-	-	-	-	-
78	Closed	1st Ave Pump Replacement	100	9	109	61	48	-	-	-	-	-	-
79	Active	Pipe Repair and Replacement Project Program	762	78	840	26	4	131	135	136	136	136	136
80	Active	6th Pl/287th Street Pipe Replacement	724	235	959	-	-	414	545	-	-	-	-
81	Active	S. 200th St. Drainage Improvements	500	-	500	-	-	250	250	-	-	-	-
82	Active	MVD Pond Retrofit	861	-	861	-	-	172	689	-	-	-	-
83	Active	5th Ave/212th Street Pipe Upgrade	1,788	-	1,788	-	-	-	457	1,331	-	-	-
84	Active	13th Ave S Bioswale Retrofit	215	-	215	-	-	-	44	171	-	-	-
85	Active	Service Center Material Storage Improvments	100	-	100	-	-	-	-	100	-	-	-
86	Active	KDM/16th Ave B Pipe Project	1,741	200	1,941	-	-	-	-	-	495	1,446	-
87	Active	232nd St (10th to 14th) Pipe Project	1,297	-	1,297	-	-	-	-	-	332	965	-
88	Active	258th St (13th Pl to 16th Ave) Pipe Project	466	-	466	-	-	-	-	-	259	207	-
89	Active	S 234th Pl Pipe Project	69	-	69	-	-	-	-	-	69	-	-
Total Surface Water Management Capital			22,278	(120)	22,158	3,202	5,972	2,095	2,470	4,238	1,291	2,754	136
Building Facility Projects													
90	Closed	Court Security Improvements	240	(164)	76	210	(134)	-	-	-	-	-	-
91	Closed	Building Access System	34	20	54	54	-	-	-	-	-	-	-
92	Closed	Police Security Improvements	183	(141)	42	162	(120)	-	-	-	-	-	-
93	Active	Founders' Lodge Improvements	722	-	722	17	128	577	-	-	-	-	-
94	Closed	City Hall Suite D Security Improvements	11	-	11	11	-	-	-	-	-	-	-
95	Active	Jan 2024 Activity Center Damage Repair	-	219	219	-	219	-	-	-	-	-	-
96	Closed	PW Service Center and PD Vehicle Gate Repairs	60	-	60	-	60	-	-	-	-	-	-
97	Active	Citywide Mechanical & HVAC Equipment and Roofing Replacem	300	50	350	-	50	50	50	50	50	50	50
98	Active	City Fiber Loop Completion	-	1,250	1,250	-	-	1,250	-	-	-	-	-
99	Active	Service Center Fueling Station Canopy & Fuel Tank Replacement	1,430	72	1,502	-	-	231	1,271	-	-	-	-
100	Active	LED Exterior Lighting	81	4	85	-	-	-	85	-	-	-	-
101	Active	Service Center Material Storage Improvements	400	-	400	-	-	-	-	400	-	-	-
102	Active	City Hall Canopy Repairs	87	4	91	-	-	-	-	91	-	-	-
Total Building Facilities			3,548	1,314	4,862	454	203	2,108	1,406	541	50	50	50
Total City Wide			158,167	8,617	166,784	65,698	26,019	19,224	15,069	10,615	10,186	7,537	12,436
Grand Total Capital Improvements Plan			158,167	8,617	166,784	65,698	26,019	19,224	15,069	10,615	10,186	7,537	12,436

CITY OF DES MOINES
CIP REVENUE SOURCE SUMMARY: 2025-2030

(Amounts in Thousands)

<i>Funding Source</i>		<i>Project to Date 12/31/2023</i>	<i>Plan Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>	<i>Total 6 Year CIP</i>
General Fund Transfer	1	2,510	(254)	-	-	-	-	-	-	2,256
Arterial Pavement Fund	2	324	1,087	891	-	-	-	-	-	2,302
Redondo Zone Parking Fund Transfer	4	-	-	10	40	-	-	-	-	50
ASE (Automated Speed Enforcement) Transfer	6	419	62	122	-	-	-	-	-	603
Transportation Benefit District Fund Transfer	7	2,496	500	500	500	500	500	500	500	5,996
REET 1	9	4,235	448	2,087	524	50	50	50	50	7,494
REET 2	10	2,301	1,276	29	-	-	-	-	-	3,606
King County Park Levy	11	599	324	-	39	-	-	-	-	962
Park in-Lieu	12	672	75	-	-	-	-	-	-	747
One Time Tax	13	1,670	525	115	-	200	-	-	-	2,510
Traffic in-Lieu	14	358	776	-	-	-	265	647	2,905	4,951
Traffic Impact Fees - City Wide	15	587	899	140	-	-	-	330	-	1,956
Traffic Impact Fees - Pac Ridge	16	606	-	-	-	-	-	-	-	606
Marina Rates	17	2,535	258	867	61	60	-	-	-	3,781
Surface Water Utility	18	2,693	4,967	1,286	1,412	1,726	1,291	2,754	136	16,265
Facility Repair & Replace Fund Transfer	20	54	60	1,367	1,356	191	70	-	-	3,098
Computer Replacement Fund Transfer	21	110	-	-	-	-	-	-	-	110
Local Grants (Secured)	22	3,738	982	2,008	280	-	-	-	-	7,008
Local Grants (Unsecured)	23	-	-	249	325	470	3,553	655	2,965	8,217
State Grants (Secured)	24	6,181	6,853	5,006	-	-	-	-	-	18,040
State Grants (Unsecured)	25	-	1,144	3,221	9,852	5,643	3,714	1,821	5,050	30,445
Federal Grants (Secured)	26	1,137	1,392	-	-	-	-	-	-	2,529
Federal Grants (Unsecured)	27	-	-	-	-	-	-	-	-	-
Private Contributions	28	240	327	150	-	15	163	200	250	1,345
Debt Proceeds	8	27,658	766	-	-	-	-	-	-	28,424
Franchise Fees	3	3,453	550	550	550	550	550	550	550	7,303
Interlocal Agreement	29	951	2,464	-	-	-	-	-	-	3,415
Fund Balance	31	41	-	-	-	-	-	-	-	41
No Funding Source Identified	32	-	25	-	20	1,000	-	-	-	1,045
Surface Water Utility - Cost Reimbursement	19	61	48	500	-	100	-	-	-	709
Transportation CIP Fund Balance	33	69	-	-	-	-	-	-	-	69
Legal Settlements	34	-	12	-	-	-	-	-	-	12
Redondo Speed Enforcement	35	-	259	90	110	110	30	30	30	659
Marina Building Maintenance Fees	36	-	-	36	-	-	-	-	-	36
Insurance Payout	37	-	169	-	-	-	-	-	-	169
FEMA Reimbursement	38	-	25	-	-	-	-	-	-	25
Total		65,698	26,019	19,224	15,069	10,615	10,186	7,537	12,436	166,784

CITY OF DES MOINES
CIP FUNDING SOURCE ANALYSIS: 2025-2030

<i>Funding Source</i>	<i>REET 1</i>	<i>REET 2</i>	<i>King County Parks Levy</i>	<i>Park in-Lieu</i>	<i>One Time Tax</i>	<i>Traffic in- Lieu</i>	<i>Traffic Impact Fees - City Wide</i>	<i>Traffic Impact Fees- Pac Ridge</i>
<i>Fund #</i>	<i>301</i>	<i>302</i>	<i>305</i>	<i>306</i>	<i>309</i>	<i>320</i>	<i>321</i>	<i>322</i>
2024 Beginning Balance	2,510,960	1,577,833	421,145	363,033	1,753,348	408,772	1,151,993	607,052
Forecasted Revenue	600,000	600,000	182,600	50,750	-	1,250,000	300,000	100,000
Debt Service & Related Costs	(206,185)	(546,365)	-	-	(50,000)	-	-	-
Operating Budget Commitments					-			
CIP	(448,000)	(1,276,000)	(324,000)	(75,000)	(525,000)	(776,000)	(899,000)	-
2024 Ending Balance	2,456,775	355,468	279,745	338,783	1,178,348	882,772	552,993	707,052
2025 Beginning Balance	2,456,775	355,468	279,745	338,783	1,178,348	882,772	552,993	707,052
Forecasted Revenue	650,000	650,000	182,600	50,750	275,000	-	300,000	100,000
Debt Service & Related Costs	(250,000)	(483,494)	-	-	(50,000)	-	-	-
CIP	(2,087,000)	(29,000)	-	-	(115,000)	-	(140,000)	-
2025 Ending Balance	769,775	492,974	462,345	389,533	1,288,348	882,772	712,993	807,052
2026 Beginning Balance	769,775	492,974	462,345	389,533	1,288,348	882,772	712,993	807,052
Forecasted Revenue	700,000	700,000	150,100	50,750	275,000	500,000	300,000	100,000
Debt Service & Related Costs	(250,000)	(484,753)	-	-	(50,000)	-	-	-
CIP	(524,000)	-	(39,000)	-	-	-	-	-
2026 Ending Balance	695,775	708,221	573,445	440,283	1,513,348	1,382,772	1,012,993	907,052
2027 Beginning Balance	695,775	708,221	573,445	440,283	1,513,348	1,382,772	1,012,993	907,052
Forecasted Revenue	700,000	700,000	-	50,750	300,000	3,012,000	300,000	100,000
Debt Service & Related Costs	(250,000)	(460,195)	-	-	(50,000)	-	-	-
CIP	(50,000)	-	-	-	(200,000)	-	-	-
2027 Ending Balance	1,095,775	948,026	573,445	491,033	1,563,348	4,394,772	1,312,993	1,007,052
2028 Beginning Balance	1,095,775	948,026	573,445	491,033	1,563,348	4,394,772	1,312,993	1,007,052
Forecasted Revenue	700,000	700,000	-	50,750	300,000	-	300,000	100,000
Debt Service & Related Costs	(250,000)	(459,434)	-	-	(50,000)	-	-	-
CIP	(50,000)	-	-	-	-	(265,000)	-	-
2028 Ending Balance	1,495,775	1,188,592	573,445	541,783	1,813,348	4,129,772	1,612,993	1,107,052
2029 Beginning Balance	1,495,775	1,188,592	573,445	541,783	1,813,348	4,129,772	1,612,993	1,107,052
Forecasted Revenue	700,000	700,000	-	50,750	300,000	-	300,000	100,000
Debt Service & Related Costs	(250,000)	(459,434)	-	-	(50,000)	-	-	-
CIP	(50,000)	-	-	-	-	(647,000)	(330,000)	-
2029 Ending Balance	1,895,775	1,429,159	573,445	592,533	2,063,348	3,482,772	1,582,993	1,207,052
2030 Beginning Balance	1,895,775	1,429,159	573,445	592,533	2,063,348	3,482,772	1,582,993	1,207,052
Forecasted Revenue	700,000	700,000	-	50,750	300,000	-	300,000	100,000
Debt Service & Related Costs	(250,000)	(459,434)	-	-	(50,000)	-	-	-
CIP	(50,000)	-	-	-	-	(2,905,000)	-	-
2030 Ending Balance	2,295,775	1,669,725	573,445	643,283	2,313,348	577,772	1,882,993	1,307,052

**CITY OF DES MOINES
CIP FUNDING SOURCE PROJECT LISTING SUMMARY: 2025-2030**

(Amounts in Thousands)													
Page #	Project Status	Project Name	Current Budget	Requested Change	Total Budget	Project to Date 12/31/2023	Plan Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
General Fund													
44	Closed	North Bulkhead	2,002	(543)	1,459	1,459	-	-	-	-	-	-	-
31	Active	Downtown Alley Improvement	393	-	393	393	-	-	-	-	-	-	-
40	Closed	Financial System Replacement	192	-	192	192	-	-	-	-	-	-	-
90	Closed	Court Security Improvements	176	(134)	42	176	(134)	-	-	-	-	-	-
28	Active	Arterial Traffic Calming	163	(11)	152	152	-	-	-	-	-	-	-
92	Closed	Police Security Improvements	138	(120)	18	138	(120)	-	-	-	-	-	-
20	Active	ADA Compliance Program	120	(120)	-	-	-	-	-	-	-	-	-
47	Closed	N Lot Restrooms, Plazas & Promenade	70	(70)	-	-	-	-	-	-	-	-	-
58	Active	Des Moines Memorial Flag Triangle	-	-	-	-	-	-	-	-	-	-	-
Total General Fund			3,254	(998)	2,256	2,510	(254)	-	-	-	-	-	-
Franchise Fee													
22	Active	Arterial Street Pavement Preservation	6,135	1,168	7,303	3,453	550	550	550	550	550	550	550
Total Franchise Fee			6,135	1,168	7,303	3,453	550	550	550	550	550	550	550
Computer Replacement Fund													
40	Closed	Financial System Replacement	110	-	110	110	-	-	-	-	-	-	-
Total Computer Replacement Fund			110	-	110	110	-	-	-	-	-	-	-
Redondo Zone													
34	Active	Redondo Area Street Improvements	50	-	50	-	-	10	40	-	-	-	-
Total Redondo Zone Parking			50	-	50	-	-	10	40	-	-	-	-
Automated Speed Enforcement (ASE)													
24	Active	24th Ave S. Improvements Project (Segment 2)	254	-	254	254	-	-	-	-	-	-	-
20	Active	ADA Compliance Program	167	(35)	132	132	-	-	-	-	-	-	-
30	Active	S. 200th St. & S. 199th St. Improvements (Segment 1)	205	-	205	25	60	120	-	-	-	-	-
28	Active	Arterial Traffic Calming	12	-	12	8	2	2	-	-	-	-	-
Total ASE			638	(35)	603	419	62	122	-	-	-	-	-
Redondo Speed Enforcement (RSE)													
30	Active	S. 200th St. & S. 199th St. Improvements (Segment 1)	-	150	150	-	150	-	-	-	-	-	-
28	Active	Arterial Traffic Calming	-	299	299	-	79	60	80	80	-	-	-
20	Active	ADA Compliance Program	-	210	210	-	30	30	30	30	30	30	30
Total RSE			-	659	659	-	259	90	110	110	30	30	30
Transportation Benefit District													
22	Active	Arterial Street Pavement Preservation	4,996	1,000	5,996	2,496	500	500	500	500	500	500	500
Total Transportation Benefit District			4,996	1,000	5,996	2,496	500	500	500	500	500	500	500
REET 1st QTR %													
44	Closed	North Bulkhead	2,401	150	2,551	2,551	-	-	-	-	-	-	-
45	Active	Sound View Park	654	-	654	654	-	-	-	-	-	-	-
25	Active	Barnes Creek Trail	848	50	898	490	200	158	50	-	-	-	-
41	Closed	Marina Redevelopment	430	-	430	430	-	-	-	-	-	-	-
90	Closed	Court Security Improvements	64	(30)	34	34	-	-	-	-	-	-	-
52	Active	Beach Park Bulkhead, Promenades, & Play Equip/Water Feature	26	-	26	26	-	-	-	-	-	-	-
92	Closed	Police Security Improvements	45	(21)	24	24	-	-	-	-	-	-	-
93	Active	Founders' Lodge Improvements	722	-	722	17	128	577	-	-	-	-	-
27	Active	S 223rd Strt Complete Street Impr	36	-	36	5	31	-	-	-	-	-	-
55	Active	DMBP Sun Home Lodge Rehab	43	100	143	4	39	100	-	-	-	-	-
97	Active	Citywide Mechanical & HVAC Equipment and Roofing Replacements	300	50	350	-	50	50	50	50	50	50	50
59	Active	Police HVAC	866	45	911	-	-	911	-	-	-	-	-
30	Active	S. 200th St. & S. 199th St. Improvements (Segment 1)	250	-	250	-	-	250	-	-	-	-	-
60	Active	City Hall Parking Lot	442	23	465	-	-	41	424	-	-	-	-
56	Closed	Mary Gay Park	21	(21)	-	-	-	-	-	-	-	-	-
57	Closed	Sonju Park	13	(13)	-	-	-	-	-	-	-	-	-
Total REET 1st Qtr %			7,161	333	7,494	4,235	448	2,087	524	50	50	50	50
REET 2nd QTR %													
45	Active	Sound View Park	652	30	682	682	-	-	-	-	-	-	-
44	Closed	North Bulkhead	550	76	626	626	-	-	-	-	-	-	-
47	Closed	N Lot Restrooms, Plazas & Promenade	356	33	389	388	1	-	-	-	-	-	-
49	Closed	Redondo Floats	316	(5)	311	309	2	-	-	-	-	-	-
48	Active	Redondo Fishing Pier	858	-	858	77	781	-	-	-	-	-	-
51	Active	Redondo Restroom	77	-	77	69	8	-	-	-	-	-	-
54	Closed	Cecil Powell Play Equipment	296	-	296	58	238	-	-	-	-	-	-
50	Active	Redondo Fishing Pier Bulkhead & Plaza	34	13	47	47	-	-	-	-	-	-	-
21	Active	Guardrail Program	58	-	58	29	-	29	-	-	-	-	-
53	Closed	Field House Play Equipment	238	-	238	11	227	-	-	-	-	-	-
46	Active	Midway Park Acquisition	24	-	24	5	19	-	-	-	-	-	-
Total REET 2nd Qtr %			3,459	147	3,606	2,301	1,276	29	-	-	-	-	-
King County Park Levy													
45	Active	Sound View Park	302	39	341	302	-	-	39	-	-	-	-
25	Active	Barnes Creek Trail	288	-	288	288	-	-	-	-	-	-	-
53	Closed	Field House Play Equipment	333	-	333	9	324	-	-	-	-	-	-
Total King County Park Levy			923	39	962	599	324	-	39	-	-	-	-
Park In Lieu													
45	Active	Sound View Park	328	-	328	328	-	-	-	-	-	-	-
46	Active	Midway Park Acquisition	353	-	353	279	74	-	-	-	-	-	-
56	Closed	Mary Gay Park	50	(4)	46	46	-	-	-	-	-	-	-
57	Closed	Sonju Park	32	(12)	20	19	1	-	-	-	-	-	-
Total Park in Lieu			763	(16)	747	672	75	-	-	-	-	-	-

Page #	Project Status	Project Name	Current Budget	Requested Change	Total Budget	Project to Date 12/31/2023	Plan Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
One Time Revenue													
44	Closed	North Bulkhead	873	-	873	873	-	-	-	-	-	-	-
47	Closed	N Lot Restrooms, Plazas & Promenade	307	-	307	307	-	-	-	-	-	-	-
45	Active	Sound View Park	235	-	235	235	-	-	-	-	-	-	-
31	Active	Downtown Alley Improvement	148	-	148	123	25	-	-	-	-	-	-
52	Active	Beach Park Bulkhead, Promenade, & Play Equip/Water Feature	71	-	71	71	-	-	-	-	-	-	-
57	Closed	Sonju Park	21	-	21	21	-	-	-	-	-	-	-
40	Closed	Financial System Replacement	15	-	15	15	-	-	-	-	-	-	-
65	Active	Tenant Restroom Replacement	14	-	14	14	-	-	-	-	-	-	-
94	Closed	City Hall Suite D Security Improvements	11	-	11	11	-	-	-	-	-	-	-
33	Closed	Puget Sound Gateway - SR509 Extension	500	-	500	-	500	-	-	-	-	-	-
99	Active	Service Center Fueling Station Canopy & Fuel Tank Replacement	110	5	115	-	-	115	-	-	-	-	-
101	Active	Service Center Material Storage Improvements	200	-	200	-	-	-	-	200	-	-	-
23	Active	Redondo Paid Parking	25	(25)	-	-	-	-	-	-	-	-	-
43	Active	Marina, Beach Park Paid Parking	-	-	-	-	-	-	-	-	-	-	-
56	Closed	Mary Gay Park	5	(5)	-	-	-	-	-	-	-	-	-
Total One Time Revenue			2,535	(25)	2,510	1,670	525	115	-	200	-	-	-
Traffic In Lieu													
37	Active	16th Ave - Seg 5A	204	-	204	204	-	-	-	-	-	-	-
32	Active	S 224th St Improvements	154	-	154	154	-	-	-	-	-	-	-
35	Active	30th Ave S Improvements - South Segments	490	-	490	-	490	-	-	-	-	-	-
24	Active	24th Ave S. Improvements Project (Segment 2)	236	-	236	-	236	-	-	-	-	-	-
26	Active	College Way	50	-	50	-	50	-	-	-	-	-	-
29	Active	Marine View Dr / South 240th St. Intersection Improvement	612	-	612	-	-	-	-	265	347	-	-
39	Active	South 240th Street Improvements - Segment 3	2,900	305	3,205	-	-	-	-	-	-	300	2,905
Total Traffic in Lieu			4,646	305	4,951	358	776	-	-	265	647	2,905	-
Transportation CIP Fund													
25	Active	Barnes Creek Trail	69	-	69	69	-	-	-	-	-	-	-
Total Transportation CIP Fund			69	-	69	69	-	-	-	-	-	-	-
Traffic Impact - City Wide													
26	Active	College Way	500	-	500	500	-	-	-	-	-	-	-
29	Active	Marine View Dr / South 240th St. Intersection Improvement	55	-	55	55	-	-	-	-	-	-	-
24	Active	24th Ave S. Improvements Project (Segment 2)	881	-	881	32	849	-	-	-	-	-	-
25	Active	Barnes Creek Trail	190	-	190	-	50	140	-	-	-	-	-
38	Active	Kent-Des Moines Rd - Seg 2	330	-	330	-	-	-	-	-	-	330	-
Total Traffic Impact - City Wide			1,956	-	1,956	587	899	140	-	-	-	330	-
Traffic Impact - Pac Ridge													
32	Active	S 224th St Improvements	606	-	606	606	-	-	-	-	-	-	-
Total Traffic Impact - Pac Ridge			606	-	606	606	-	-	-	-	-	-	-
Marina Revenue													
62	Active	Marina Dock Replacement	1,679	-	1,679	1,479	200	-	-	-	-	-	-
63	Closed	Marina Dredging	799	51	850	799	51	-	-	-	-	-	-
66	Active	Dock Electrical Replacements	241	-	241	120	-	-	61	60	-	-	-
64	Closed	Marina Guest Moorage Power Upgrades	192	(78)	114	107	7	-	-	-	-	-	-
40	Closed	Financial System Replacement	30	-	30	30	-	-	-	-	-	-	-
65	Active	Tenant Restroom Replacement	383	400	783	-	-	783	-	-	-	-	-
68	Active	All Purpose Building (APB)	50	-	50	-	-	50	-	-	-	-	-
67	Active	CSR Roof Replacement	-	34	34	-	-	34	-	-	-	-	-
Total Marina Revenue			3,374	407	3,781	2,535	258	867	61	60	-	-	-
Marina Building Maintenance Fees													
67	Active	CSR Roof Replacement	-	36	36	-	-	36	-	-	-	-	-
Total Marina Revenue			-	36	36	-	-	36	-	-	-	-	-
Surface Water Utility													
70	Closed	Barnes Crk/Kent-Des Moines Rd Culvert	2,768	-	2,768	1,063	1,705	-	-	-	-	-	-
69	Closed	N. Fork McSorley Ck Diversion	789	(34)	755	755	-	-	-	-	-	-	-
71	Active	Deepdene Plat Outfall Replacement	409	56	465	274	16	175	-	-	-	-	-
72	Active	24th Ave Pipeline Replacement/Upgrade	1,431	-	1,431	208	1,003	220	-	-	-	-	-
73	Closed	KDM /16th Avenue A Pipe Replacement	870	(365)	505	161	344	-	-	-	-	-	-
74	Active	DMMD 208th to 212th Pipe Project	1,156	518	1,674	105	1,349	220	-	-	-	-	-
77	Active	216th Pl/ Marine View Dr. Pipe Upgrade	584	136	720	64	546	110	-	-	-	-	-
40	Closed	Financial System Replacement	30	-	30	30	-	-	-	-	-	-	-
79	Active	Pipe Repair and Replacement Project Program	762	78	840	26	4	131	135	136	136	136	136
75	Active	Massey Creek Pocket Estuary and Fish Passage	300	(295)	5	5	-	-	-	-	-	-	-
76	Active	Des Moines Creek Estuary Restoration	201	-	201	2	-	15	25	159	-	-	-
81	Active	S. 200th St. Drainage Improvements	500	-	500	-	-	250	250	-	-	-	-
80	Active	6th Pl/287th Street Pipe Replacement	724	(14)	710	-	-	165	545	-	-	-	-
83	Active	5th Ave/212th Street Pipe Upgrade	1,788	-	1,788	-	-	457	1,331	-	-	-	-
85	Active	Service Center Material Storage Improvements	100	-	100	-	-	-	100	-	-	-	-
86	Active	KDM/16th Ave B Pipe Project	1,741	200	1,941	-	-	-	-	495	1,446	-	-
87	Active	232nd St (10th to 14th) Pipe Project	1,297	-	1,297	-	-	-	-	332	965	-	-
88	Active	258th St (13th Pl to 16th Ave) Pipe Project	466	-	466	-	-	-	-	259	207	-	-
89	Active	S 234th Pl Pipe Project	69	-	69	-	-	-	-	-	69	-	-
Total Surface Water Utility			15,985	280	16,265	2,693	4,967	1,286	1,412	1,726	1,291	2,754	136
Surface Water Utility - Cost Reimbursement													
78	Closed	1st Ave Pump Replacement	100	9	109	61	48	-	-	-	-	-	-
30	Active	S. 200th St. & S. 199th St. Improvements (Segment 1)	500	-	500	-	-	500	-	-	-	-	-
101	Active	Service Center Material Storage Improvements	100	-	100	-	-	-	100	-	-	-	-
Total Surface Water Utility - Cost Reimbursement			700	9	709	61	48	500	-	100	-	-	-

Page #	Project Status	Project Name	Current Budget	Requested Change	Total Budget	Project to Date 12/31/2023	Plan Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
Facility Major Maint/Repair													
91	Closed	Building Access System	34	20	54	54	-	-	-	-	-	-	-
96	Closed	PW Service Center and PD Vehicle Gate Repairs	60	-	60	-	60	-	-	-	-	-	-
98	Active	City Fiber Loop Completion	-	1,250	1,250	-	-	1,250	-	-	-	-	-
99	Active	Service Center Fueling Station Canopy & Fuel Tank Replacement	1,320	67	1,387	-	-	116	1,271	-	-	-	-
59	Active	Police HVAC	1	-	1	-	-	1	-	-	-	-	-
100	Active	LED Exterior Lighting	81	4	85	-	-	-	85	-	-	-	-
101	Active	Service Center Material Storage Improvements	100	-	100	-	-	-	-	100	-	-	-
102	Active	City Hall Canopy Repairs	87	4	91	-	-	-	-	91	-	-	-
61	Active	Activity Center Irrigation/Landscape	65	5	70	-	-	-	-	-	70	-	-
Total Facility Major Maint/Repair			1,748	1,350	3,098	54	60	1,367	1,356	191	70	-	-
Local Grants - Secured													
46	Active	Midway Park Acquisition	2,941	-	2,941	2,485	456	-	-	-	-	-	-
45	Active	Sound View Park	594	-	594	594	-	-	-	-	-	-	-
69	Closed	N. Fork McSorley Ck Diversion	285	-	285	285	-	-	-	-	-	-	-
25	Active	Barnes Creek Trail	2,063	-	2,063	163	-	1,620	280	-	-	-	-
75	Active	Massey Creek Pocket Estuary and Fish Passage	365	-	365	83	144	138	-	-	-	-	-
76	Active	Des Moines Creek Estuary Restoration	250	250	500	68	182	250	-	-	-	-	-
55	Active	DMBP Sun Home Lodge Rehab	45	-	45	45	-	-	-	-	-	-	-
20	Active	ADA Compliance Program	15	-	15	15	-	-	-	-	-	-	-
73	Closed	KDM /16th Avenue A Pipe Replacement	200	-	200	-	200	-	-	-	-	-	-
Total Local Grants			6,758	250	7,008	3,738	982	2,008	280	-	-	-	-
Local Grants - Unsecured													
80	Active	6th Pl/28th Street Pipe Replacement	-	249	249	-	-	249	-	-	-	-	-
76	Active	Des Moines Creek Estuary Restoration	250	75	325	-	-	-	325	-	-	-	-
36	Active	South 240th Street Improvements - Segment 1	3,380	600	3,980	-	-	-	-	470	3,510	-	-
55	Active	DMBP Sun Home Lodge Rehab	43	-	43	-	-	-	-	-	43	-	-
38	Active	Kent-Des Moines Rd - Seg 2	3,620	-	3,620	-	-	-	-	-	-	655	2,965
46	Active	Midway Park Acquisition	-	-	-	-	-	-	-	-	-	-	-
Total Local Grants			7,293	924	8,217	-	-	249	325	470	3,553	655	2,965
State Grants -Secured (Includes: TIB, RCO, CTED, etc.)													
44	Closed	North Bulkhead	3,801	-	3,801	3,801	-	-	-	-	-	-	-
45	Active	Sound View Park	576	25	601	601	-	-	-	-	-	-	-
24	Active	24th Ave S. Improvements Project (Segment 2)	4,214	-	4,214	543	3,671	-	-	-	-	-	-
25	Active	Barnes Creek Trail	3,800	-	3,800	300	432	3,068	-	-	-	-	-
48	Active	Redondo Fishing Pier	1,256	-	1,256	276	980	-	-	-	-	-	-
27	Active	S 223rd Strt Complete Street Impr	300	-	300	274	26	-	-	-	-	-	-
49	Closed	Redondo Floats	211	1	212	212	-	-	-	-	-	-	-
47	Closed	N Lot Restrooms, Plazas & Promenade	110	-	110	110	-	-	-	-	-	-	-
50	Active	Redondo Fishing Pier Bulkhead & Plaza	64	-	64	64	-	-	-	-	-	-	-
30	Active	S. 200th St. & S. 199th St. Improvements (Segment 1)	3,000	-	3,000	-	1,062	1,938	-	-	-	-	-
51	Active	Redondo Restroom	682	-	682	-	682	-	-	-	-	-	-
Total State Grants			18,014	26	18,040	6,181	6,853	5,006	-	-	-	-	-
State Grants -Unsecured (Includes: TIB, RCO, CTED, etc.)													
42	Active	Marina Steps & Promenade	980	-	980	-	980	-	-	-	-	-	-
50	Active	Redondo Fishing Pier Bulkhead & Plaza	3,464	-	3,464	-	164	-	3,300	-	-	-	-
46	Active	Midway Park Acquisition	3,049	-	3,049	-	-	3,049	-	-	-	-	-
82	Active	MVD Pond Retrofit	861	-	861	-	-	172	689	-	-	-	-
35	Active	30th Ave S Improvements - South Segments	4,135	1,475	5,610	-	-	-	5,610	-	-	-	-
52	Active	Beach Park Bulkhead, Promenade, & Play Equip/Water Feature	2,860	-	2,860	-	-	-	209	2,651	-	-	-
84	Active	13th Ave S Bioswale Retrofit	215	-	215	-	-	-	44	171	-	-	-
76	Active	Des Moines Creek Estuary Restoration	1,420	921	2,341	-	-	-	-	2,341	-	-	-
36	Active	South 240th Street Improvements - Segment 1	2,670	650	3,320	-	-	-	480	2,840	-	-	-
55	Active	DMBP Sun Home Lodge Rehab	774	-	774	-	-	-	-	774	-	-	-
29	Active	Marine View Dr / South 240th St. Intersection Improvement	1,486	-	1,486	-	-	-	-	100	1,386	-	-
39	Active	South 240th Street Improvements - Segment 3	1,750	735	2,485	-	-	-	-	-	-	435	2,050
38	Active	Kent-Des Moines Rd - Seg 2	3,000	-	3,000	-	-	-	-	-	-	-	3,000
44	Closed	North Bulkhead	-	-	-	-	-	-	-	-	-	-	-
45	Active	Sound View Park	-	-	-	-	-	-	-	-	-	-	-
48	Active	Redondo Fishing Pier	-	-	-	-	-	-	-	-	-	-	-
75	Active	Massey Creek Pocket Estuary and Fish Passage	2,335	(2,335)	-	-	-	-	-	-	-	-	-
Total State Grants			28,999	1,446	30,445	-	1,144	3,221	9,852	5,643	3,714	1,821	5,050

Page #	Project Status	Project Name	Current Budget	Requested Change	Total Budget	Project to Date 12/31/2023	Plan Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
Federal Grants - Secured (Includes: STP, FMSIB, etc.)													
25	Active	Barnes Creek Trail	379	-	379	379	-	-	-	-	-	-	-
42	Active	Marina Steps & Promenade	1,151	219	1,370	267	1,103	-	-	-	-	-	-
41	Closed	Marina Redevelopment	495	-	495	260	235	-	-	-	-	-	-
64	Closed	Marina Guest Moorage Power Upgrades	127	(14)	113	113	-	-	-	-	-	-	-
53	Closed	Field House Play Equipment	100	5	105	50	55	-	-	-	-	-	-
40	Closed	Financial System Replacement	35	-	35	35	-	-	-	-	-	-	-
28	Active	Arterial Traffic Calming	99	(79)	20	20	-	-	-	-	-	-	-
20	Active	ADA Compliance Program	12	-	12	12	-	-	-	-	-	-	-
58	Active	Des Moines Memorial Flag Triangle	163	(163)	-	1	(1)	-	-	-	-	-	-
49	Closed	Redondo Floats	-	-	-	-	-	-	-	-	-	-	-
65	Active	Tenant Restroom Replacement	400	(400)	-	-	-	-	-	-	-	-	-
Total Federal Grants			2,961	(432)	2,529	1,137	1,392	-	-	-	-	-	-
Private Contributions													
36	Active	South 240th Street Improvements - Segment 1	250	-	250	87	-	-	-	-	163	-	-
24	Active	24th Ave S. Improvements Project (Segment 2)	376	-	376	71	305	-	-	-	-	-	-
69	Closed	N. Fork McSorley Ck Diversion	42	-	42	42	-	-	-	-	-	-	-
25	Active	Barnes Creek Trail	35	-	35	35	-	-	-	-	-	-	-
53	Closed	Field House Play Equipment	27	-	27	5	22	-	-	-	-	-	-
32	Active	S 224th St Improvements	150	-	150	-	150	-	-	-	-	-	-
52	Active	Beach Park Bulkhead, Promenade, & Play Equip/Water Feature	15	-	15	-	-	-	-	15	-	-	-
39	Active	South 240th Street Improvements - Segment 3	200	-	200	-	-	-	-	-	-	200	-
38	Active	Kent-Des Moines Rd - Seg 2	250	-	250	-	-	-	-	-	-	-	250
Total Private Contributions			1,345	-	1,345	240	327	150	-	15	163	200	250
Debt Proceeds													
62	Active	Marina Dock Replacement	12,740	-	12,740	12,740	-	-	-	-	-	-	-
42	Active	Marina Steps & Promenade	7,869	-	7,869	7,869	-	-	-	-	-	-	-
44	Closed	North Bulkhead	3,300	-	3,300	3,300	-	-	-	-	-	-	-
48	Active	Redondo Fishing Pier	1,929	(163)	1,766	1,766	-	-	-	-	-	-	-
51	Active	Redondo Restroom	1,157	578	1,735	1,157	578	-	-	-	-	-	-
43	Active	Marina, Beach Park Paid Parking	360	-	360	360	-	-	-	-	-	-	-
23	Active	Redondo Paid Parking	355	25	380	355	25	-	-	-	-	-	-
58	Active	Des Moines Memorial Flag Triangle	111	163	274	111	163	-	-	-	-	-	-
68	Active	All Purpose Building (APB)	-	-	-	-	-	-	-	-	-	-	-
Total Debt Proceeds			27,821	603	28,424	27,658	766	-	-	-	-	-	-
Arterial Pavement Fund													
24	Active	24th Ave S. Improvements Project (Segment 2)	1,408	-	1,408	321	1,087	-	-	-	-	-	-
22	Active	Arterial Street Pavement Preservation	15	(13)	2	2	-	-	-	-	-	-	-
30	Active	S. 200th St. & S. 199th St. Improvements (Segment 1)	400	-	400	1	399	-	-	-	-	-	-
25	Active	Barnes Creek Trail	-	492	492	-	492	-	-	-	-	-	-
Total Arterial Pavement Fund			1,823	479	2,302	324	1,087	891	-	-	-	-	-
Interlocal Agreement													
22	Active	Arterial Street Pavement Preservation	764	-	764	764	-	-	-	-	-	-	-
24	Active	24th Ave S. Improvements Project (Segment 2)	1,320	-	1,320	187	1,133	-	-	-	-	-	-
26	Active	College Way	900	-	900	-	900	-	-	-	-	-	-
74	Active	DMMD 208th to 212th Pipe Project	-	431	431	-	431	-	-	-	-	-	-
Total Interlocal Agreement			2,984	431	3,415	951	2,464	-	-	-	-	-	-
Fund Balance													
20	Active	ADA Compliance Program	41	-	41	41	-	-	-	-	-	-	-
Total Fund Balance			41	-	41	41	-	-	-	-	-	-	-
Legal Settlements													
42	Active	Marina Steps & Promenade	-	12	12	-	12	-	-	-	-	-	-
Total Arterial Pavement Fund			-	12	12	-	12	-	-	-	-	-	-
Insurance Payouts													
95	Active	Jan 2024 Activity Center Damage Repair	-	169	169	-	169	-	-	-	-	-	-
Total Arterial Pavement Fund			-	169	169	-	169	-	-	-	-	-	-
FEMA Reimbursements													
95	Active	Jan 2024 Activity Center Damage Repair	-	25	25	-	25	-	-	-	-	-	-
Total Arterial Pavement Fund			-	25	25	-	25	-	-	-	-	-	-
UNASSIGNED CITY FUNDING													
95	Active	Jan 2024 Activity Center Damage Repair	-	25	25	-	25	-	-	-	-	-	-
34	Active	Redondo Area Street Improvements	20	-	20	-	-	20	-	-	-	-	-
48	Active	Redondo Fishing Pier	-	-	-	-	-	-	-	-	-	-	-
68	Active	All Purpose Building (APB)	1,000	-	1,000	-	-	-	-	1,000	-	-	-
Total Unassigned City Funding			1,020	25	1,045	-	25	-	20	1,000	-	-	-
Total Revenue Sources			158,167	8,617	166,784	65,698	26,019	19,224	15,069	10,615	10,186	7,537	12,436
Grand Total Revenue Sources			158,167	8,617	166,784	65,698	26,019	19,224	15,069	10,615	10,186	7,537	12,436

INDIVIDUAL PROJECT SHEETS

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**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

ADA Compliance Program	Project #	TRCIP0001
- Previous Project #		101.571.531

CIP Category: Street Operating Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: Implementation of ADA Transition Plan.

<i>Summary Project Description:</i>
Installation of ADA Right-of-Way and facility improvements. The program prioritizes projects near public facilities, schools, in commercial areas, and locations with high amounts of pedestrian traffic. Special consideration is given to locations with past pedestrian accident history and where citizen complaints are received.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	38	-	38
Land & Right of Way	-	-	-
Construction	292	78	370
Contingency	25	(23)	2
Total Expenditures	355	55	410

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
24	2	2	2	2	2	2	2
-	-	-	-	-	-	-	-
174	28	28	28	28	28	28	28
-	2	-	-	-	-	-	-
198	32	30	30	30	30	30	30

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
ASE (Automated Speed Enforcement) Transfer	167	(35)	132
General Fund Transfer	120	(120)	-
Fund Balance	41	-	41
Redondo Speed Enforcement	-	210	210
ARPA Funding	12	-	12
WCIA Grant	15	-	15
Total Funding	355	55	410
Funding Shortfall/Excess	-	-	-

<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
132	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
41	-	-	-	-	-	-	-
-	30	30	30	30	30	30	30
12	-	-	-	-	-	-	-
15	-	-	-	-	-	-	-
200	30	30	30	30	30	30	30

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Guardrail Program	Project #	TRCIP0002
-	Previous Project #	101.571.532

<i>Summary Project Description:</i>
Install new or replace outdated guardrail City wide.

CIP Category: Street Operating Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: This program is specifically intended to target roadside safety on the City's street system. These locations are where guardrail is warranted (determined by the American Association of State Highway and Transportation Officials - AASHTO - Roadside Design Guide and City Policy) but where none exists, and where the existing guardrail does not meet current design standards and should be upgraded to enhance safety. Vehicle impact with substandard guardrail installations can potentially increase the severity of the collision.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	8	-	8
Land & Right of Way	-	-	-
Construction	50	-	50
Contingency	-	-	-
Total Expenditures	58	-	58

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
4	1	3	-	-	-	-	-
-	-	-	-	-	-	-	-
24	-	26	-	-	-	-	-
-	-	-	-	-	-	-	-
28	1	29	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
REET 2	58	-	58
Total Funding	58	-	58
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
29	-	29	-	-	-	-	-
29	-	29	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Arterial Street Pavement Preservation	Project #	TRCIP0003
-	Previous Project #	102.102

<i>Summary Project Description:</i>
Maintain and preserve the integrity of the City's existing roadway surfaces through a combination of pavement rehabilitation measures, such as chip seals, patches and overlays.

CIP Category: Arterial Street Repaving

Managing Department: Plan, Build & PW Admin

Justification/Benefits: The City's Comprehensive Transportation Plan has identified the Pavement Management Program as a high priority. A major component of this program are pavement maintenance and rehabilitation projects. These projects are intended to protect and preserve the surface condition and help maintain the structural integrity of roadways. With proper maintenance, asphalt pavement has a design life of 20 to 25 years. There are approximately 100 centerline miles of roadway. Given the design life of pavement, the Pavement Management Program should strive to maintain at least 4 to 5 centerline miles of roadway bi-annually, if resources are available.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	288	69	357
Land & Right of Way	-	-	-
Construction & Transfers Out	4,221	(917)	3,304
Contingency	7,401	3,003	10,404
Total Expenditures	11,910	2,155	14,065

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
339	18	-	-	-	-	-	-
-	-	-	-	-	-	-	-
3,291	13	-	-	-	-	-	-
-	4,104	1,050	1,050	1,050	1,050	1,050	1,050
3,630	4,135	1,050	1,050	1,050	1,050	1,050	1,050

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Arterial Pavement Fund	15	(13)	2
Transportation Benefit District Fund Transfer	4,996	1,000	5,996
Franchise Fees	6,135	1,168	7,303
Interlocal Agreement	764	-	764
Total Funding	11,910	2,155	14,065
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
2	-	-	-	-	-	-	-
2,496	500	500	500	500	500	500	500
3,453	550	550	550	550	550	550	550
764	-	-	-	-	-	-	-
6,715	1,050	1,050	1,050	1,050	1,050	1,050	1,050

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Redondo Paid Parking	Project #	TRCIP0017
-	Previous Project #	319.611

Summary Project Description:
Conduct automated pay parking system feasibility study and implementation with focus on gates, ticket dispensers, pay stations, on-street paid parking and display, and neighborhood parking management.

CIP Category: Economic Development Projects

Managing Department: Marina

Justification/Benefits: Currently this lot operates a seasonal (June - September) "Pay & Display" parking system. This type of parking depends on regular enforcement to make it effective and fair to all who use the lot. Upgrading the lot to a "Pay on Leaving" system where a paid ticket is needed to exit the lot will cut enforcement costs and effectively make the lot a year round operation. Collecting fees all year would increase revenues to help pay for the year round costs of maintaining the facility.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	30	(30)	-
Land & Right of Way	-	-	-
Construction	350	30	380
Contingency	-	-	-
Total Expenditures	380	-	380

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
142	238	-	-	-	-	-	-
-	-	-	-	-	-	-	-
142	238	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
One Time Tax	25	(25)	-
Debt Proceeds	355	25	380
Total Funding	380	-	380
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
355	25	-	-	-	-	-	-
355	25	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

24th Ave S. Improvements Project (Segment 2)	Project #	TRCIP0010
- Previous Project #		319,606

Summary Project Description:
Construct 3-lane roadway with bike lanes and sidewalks, two-way left turn lane, illumination, storm drainage, and pedestrian cross-walks from S. 224th Street to Kent-Des Moines Road. This project will be completed in conjunction with SWM's 24th Ave. Pipeline Replacement project extension to South 227th Street.

CIP Category: Transportation - Capital Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: Provides safer pedestrian and multi-modal mobility especially for school aged children. This project is adjacent to Midway Elementary and Pacific Middle School which has been identified as a top ranking priority project in the HEAL funded Safe Routes to School study/inventory.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	708	40	748
Land & Right of Way	480	-	480
Construction	6,901	-	6,901
Contingency	600	(40)	560
Total Expenditures	8,689	-	8,689

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
748	-	-	-	-	-	-	-
459	21	-	-	-	-	-	-
1,345	5,556	-	-	-	-	-	-
-	560	-	-	-	-	-	-
2,552	6,137	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
ASE (Automated Speed Enforcement) Transfer	254	-	254
Traffic Impact Fees - City Wide	881	-	881
ROW In-Lieu (PSE)	236	-	236
Arterial Pavement Fund	1,408	-	1,408
Highline Water District ILA	1,320	-	1,320
Private Contributions (Franchise Utility) Lumen	376	-	376
TIB Grant (Secured)	4,214	-	4,214
Total Funding	8,689	-	8,689
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
254	-	-	-	-	-	-	-
32	849	-	-	-	-	-	-
-	236	-	-	-	-	-	-
321	1,087	-	-	-	-	-	-
187	1,133	-	-	-	-	-	-
71	305	-	-	-	-	-	-
543	3,671	-	-	-	-	-	-
1,408	7,281	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>			<i>6 Year Total</i>
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

*SWM portion of project detailed on project 451.815.

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Barnes Creek Trail	Project #	TRCIP0008
	Previous Project #	319.345

CIP Category: Transportation - Capital Projects

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Widen S. 240th Street roadway to three lanes at the intersections of 16th Ave and 20th Ave S. and provide a multi-use trail on the north side (Barnes Creek Trail), bike lane on the south side, transit stops, curb, gutter, and planter strips where feasible. Trail will provide connectivity between the Barnes Creek Trail on 16th Ave S. and Highline College.

Justification/Benefits: The need for pedestrian and bicycle facilities along S. 240th St. and continuation of the Barnes Creek Trail is identified in the City's Comprehensive Transportation Plan and the Six Year Transportation Improvement Plan. S. 240th St. has residential properties and Highline College that generate pedestrian and bicycle traffic along the shoulder of the road. Pedestrians use this route to access bus stops, Highline College, and the Pacific Highway corridor. The Barnes Creek Trail multi-use path will ultimately connect Highline College to South 216th St. via S. 240th St, 16th Ave S., and adjacent historic SR509 right-of-way between Kent Des Moines Rd., and S. 216th St.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	1,711	-	1,711
Land & Right of Way	243	-	243
Construction	5,450	290	5,740
Contingency	268	252	520
Total Expenditures	7,672	542	8,214

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
1,182	479	50	-	-	-	-	-
-	200	43	-	-	-	-	-
540	-	4,900	300	-	-	-	-
-	-	490	30	-	-	-	-
1,722	679	5,483	330	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
King County Parks Levy	288	-	288
Transportation CIP Fund	69	-	69
Traffic Impact Fees - City Wide	190	-	190
REET 1	848	50	898
Private Contributions	35	-	35
Arterial Pavement Fund	-	492	492
Federal Grants CMAQ-FHWA (Secured)	379	-	379
King County Conservation Grant (Secured)	45	-	45
Sound Transit System Access Grant (Secured)	1,900	-	1,900
King County Metro (Secured)	118	-	118
TIB Grant (Secured)	300	-	300
WA State Appropriation (Secured)	3,500	-	3,500
Total Funding	7,672	542	8,214
Funding Shortfall/Excess	-	-	-

<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
288	-	-	-	-	-	-	-
69	-	-	-	-	-	-	-
-	50	140	-	-	-	-	-
490	200	158	50	-	-	-	-
35	-	-	-	-	-	-	-
-	-	492	-	-	-	-	-
379	-	-	-	-	-	-	-
45	-	-	-	-	-	-	-
-	-	1,620	280	-	-	-	-
118	-	-	-	-	-	-	-
300	-	-	-	-	-	-	-
-	432	3,068	-	-	-	-	-
1,724	682	5,478	330	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

College Way	Project #	TRCIP0018
-	Previous Project #	319.623

Summary Project Description:
A 330 foot section of improved roadway between SR-99 and Highline College. Will include a two way left turn lane and pedestrian facilities.

CIP Category: Transportation - Capital Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: Capacity need for two-way traffic, pedestrian facilities and connection to future traffic signal at College and SR-99.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	200	-	200
Land & Right of Way	-	-	-
Construction	1,250	-	1,250
Contingency	-	-	-
Total Expenditures	1,450	-	1,450

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
200	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
300	950	-	-	-	-	-	-
-	-	-	-	-	-	-	-
500	950	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Traffic Impact Fees - City Wide	500	-	500
Traffic in-Lieu	50	-	50
Interlocal Agreement Highline College	900	-	900
Total Funding	1,450	-	1,450
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
500	-	-	-	-	-	-	-
-	50	-	-	-	-	-	-
-	900	-	-	-	-	-	-
500	950	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

S 223rd Strt Complete Street Impr	Project #	TRCIP0026
-	Previous Project #	-

Summary Project Description:

A portion of S 223rd St will be re-developed to include water quality and pedestrian improvements that increase connectivity between downtown and the Marina while improving the water quality of stormwater as it runs into Puget Sound.

CIP Category: Transportation - Capital Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits:

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	336	(1)	335
Land & Right of Way	-	-	-
Construction	-	1	1
Contingency	-	-	-
Total Expenditures	336	-	336

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
286	49	-	-	-	-	-	-
-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
287	49	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
REET 1	36	-	36
WA Dept. of Commerce	300	-	300
Total Funding	336	-	336
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
5	31	-	-	-	-	-	-
274	26	-	-	-	-	-	-
279	57	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Arterial Traffic Calming	Project #	TRCIP0012
-	Previous Project #	319.619

Summary Project Description:
Install arterial traffic calming devices such as permanent radar speed signs, road re-channelization, and other appropriate devices for use on arterial streets. These devices are intended for higher volume roads and emergency response routes which have different characteristics than local roads. Locations are yet to be determined and based on operational characteristics.

CIP Category: Transportation - Capital Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: Arterial traffic calming devices have been shown to potentially reduce operational speeds and bring awareness to the motoring public. Lower operating speeds can improve the traffic safety for vehicle users as well as pedestrians using adjacent facilities.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	29	28	57
Land & Right of Way	-	-	-
Construction	245	181	426
Contingency	-	-	-
Total Expenditures	274	209	483

ANNUAL ALLOCATION							
Project to Date 12/31/23	Scheduled Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
21	6	10	10	10	-	-	-
-	-	-	-	-	-	-	-
159	57	70	70	70	-	-	-
-	-	-	-	-	-	-	-
180	63	80	80	80	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget
General Fund Transfer	163	(11)	152
ASE (Automated Speed Enforcement) Transfer	12	-	12
Redondo Speed Enforcement	-	299	299
ARPA Funding	99	(79)	20
Total Funding	274	209	483
Funding Shortfall/Excess	-	-	-

Project to Date 12/31/23	Scheduled Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
152	-	-	-	-	-	-	-
8	2	2	-	-	-	-	-
-	79	60	80	80	-	-	-
20	-	-	-	-	-	-	-
180	81	62	80	80	-	-	-

OPERATING IMPACT			
Operating Impact	6 Year Total		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

ANNUAL OPERATING IMPACT							
12/31/23	2024	2025	2026	2027	2028	2029	2030
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Marine View Dr / South 240th St. Intersection Improvement	Project #	TRCIP0011
- Previous Project #		319.608

<i>Summary Project Description:</i>
Re-align intersection and install intersection improvement at the intersection of Marine View Drive and S 240th Street.

CIP Category: Transportation - Capital Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: The project will install an intersection improvement at this intersection which will reduce crash severity for all users, allowing safer mergers into circulating traffic, and provide more perception time for all users due to the lower vehicle speeds. There will be fewer overall conflict points and no left-turn conflicts. An environmental benefit minimizes delays with infrequent stops being required during off-peak periods. The improvement will provide an opportunity for pedestrian crossings of Marine View Drive under slower vehicle speed conditions.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	220	-	220
Land & Right of Way	200	-	200
Construction	1,521	-	1,521
Contingency	212	-	212
Total Expenditures	2,153	-	2,153

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
55	-	-	-	-	165	-	-
-	-	-	-	-	200	-	-
-	-	-	-	-	-	1,521	-
-	-	-	-	-	-	212	-
55	-	-	-	-	365	1,733	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Traffic in-Lieu	612	-	612
Traffic Impact Fees - City Wide	55	-	55
State of Washington Grants (Unsecured)	1,486	-	1,486
Total Funding	2,153	-	2,153
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	265	347	-
55	-	-	-	-	-	-	-
-	-	-	-	-	100	1,386	-
55	-	-	-	-	365	1,733	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

S. 200th St. & S. 199th St. Improvements (Segment 1)	Project #	TRCIP0021
- Previous Project #		319.620

Summary Project Description:
Installation of approximately 800 linear feet of curbs, gutter, sidewalks, ADA curb ramps, bike lane, storm drainage, retaining walls and driver radar feedback signs on both sides of South 200th St from 8th Avenue South to 10th Place South.

CIP Category: Transportation - Capital Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: The proposed walkway improvements support the City's non-motorized priority identified within the City's Comprehensive Transportation Plan and Safe Routes to School Project Report. South 200th Street is a high pedestrian corridor serving the North Hill Public Schools.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	667	-	667
Land & Right of Way	480	150	630
Construction	2,844	-	2,844
Contingency	364	-	364
Total Expenditures	4,355	150	4,505

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
27	640	-	-	-	-	-	-
-	630	-	-	-	-	-	-
-	-	2,844	-	-	-	-	-
-	-	364	-	-	-	-	-
27	1,270	3,208	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility - Project 451.844 Cost Reimbu	500	-	500
ASE (Automated Speed Enforcement) Transfer	205	-	205
REET 1	250	-	250
Arterial Pavement Fund	400	-	400
Redondo Speed Enforcement	-	150	150
WA State Grants - Safe Routes to Schools (Secured)	3,000	-	3,000
Total Funding	4,355	150	4,505
Funding Shortfall/Excess	-	-	-

<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
-	-	500	-	-	-	-	-
25	60	120	-	-	-	-	-
-	-	250	-	-	-	-	-
1	-	399	-	-	-	-	-
-	150	-	-	-	-	-	-
-	1,062	1,938	-	-	-	-	-
26	1,272	3,207	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Downtown Alley Improvement	Project #	TRCIP0007
- Previous Project #		319.337

<i>Summary Project Description:</i>
Project will underground general utilities, overlay alley between 223rd and 227th, provide for urban design features and elements to create a vibrant, pedestrian friendly corridor.

CIP Category: Transportation - Capital Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: An active pedestrian alley provides economic benefit to the city by generating additional sales for local businesses which increases sales tax and B&O tax revenues to the city.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	101	-	101
Land & Right of Way	-	-	-
Construction	440	-	440
Contingency	-	-	-
Total Expenditures	541	-	541

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
1	100	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	440	-	-	-	-	-	-
-	-	-	-	-	-	-	-
1	540	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
One Time Tax	148	-	148
General Fund Transfer	393	-	393
Total Funding	541	-	541
Funding Shortfall/Excess	-	-	-

<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
123	25	-	-	-	-	-	-
393	-	-	-	-	-	-	-
516	25	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

S 224th St Improvements	Project #	TRCIP0006
-	Previous Project #	319.336

CIP Category: Transportation - Capital Projects

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Improvements identified for South 224th Street are for a "Type A" street including curbs, gutters, wide sidewalks, bike lanes, and a cul-de-sac street end to the east. This project includes design, environmental analysis, and preparation of plans, specifications, and estimates by a consultant. In-lieu fees have been obtained and will fund the design as well as the construction.

Justification/Benefits: This project has been identified as one of the Pacific Ridge Neighborhood Mitigation Project. Sidewalks are lacking completely on the north side of 224th Street and there is currently an incomplete section of sidewalk on the south side. This sidewalk will provide a safer pedestrian connection between 30th Ave South and Pacific Highway South.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	115	-	115
Land & Right of Way	95	-	95
Construction	625	-	625
Contingency	75	-	75
Total Expenditures	910	-	910

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
1	-	114	-	-	-	-	-
-	-	95	-	-	-	-	-
-	-	-	625	-	-	-	-
-	-	30	45	-	-	-	-
1	-	239	670	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Traffic Impact Fees - Pac Ridge	606	-	606
Traffic In Lieu Impact Fees - Sound Transit	154	-	154
Private Contributions - Sound Transit	150	-	150
Total Funding	910	-	910
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
606	-	-	-	-	-	-	-
154	-	-	-	-	-	-	-
-	-	150	-	-	-	-	-
760	-	150	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Puget Sound Gateway - SR509 Extension	Project #	TRCIP0015
Closing 2024	Previous Project #	319.628

CIP Category: Transportation - Capital Projects

Managing Department: Plan, Build & PW Admin

Summary Project Description:
The financial commitment provided by Des Moines will go towards meeting the local contribution mandated by the Washington State Legislature when the Connecting Washington Transportation package was passed, and is intended to fully meet our match contribution, relative to the net benefits of the SR 509 project.

Justification/Benefits: The City of Des Moines supports the Puget Sound Gateway Program including the SR 509 Extension project in King County. This new freeway will provide an added corridor in our area, as well as provide congestion relief on the City's arterial roadways.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	-	-	-
Land & Right of Way	-	-	-
Construction	500	-	500
Contingency	-	-	-
Total Expenditures	500	-	500

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	500	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	500	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
One Time Tax	500	-	500
Total Funding	500	-	500
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	500	-	-	-	-	-	-
-	500	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	500	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Redondo Area Street Improvements	Project #	TRCIP0019
- Previous Project #		319,610

Summary Project Description:

Project will install approximately nine street lights in the Redondo neighborhood area. The power will need to be extended underground to serve these new lights. The lights will be installed and maintained by Intolight (lighting division of PSE).

CIP Category: Transportation - Capital Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: The need for street lighting was identified in the Redondo Parking Management Study as a safety enhancement. There were several existing streets that had little to no lighting.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	10	-	10
Land & Right of Way	-	-	-
Construction	60	-	60
Contingency	-	-	-
Total Expenditures	70	-	70

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	10	-	-	-	-	-
-	-	-	60	-	-	-	-
-	-	-	-	-	-	-	-
-	-	10	60	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Redondo Zone Parking Fund Transfer (Secured)	50	-	50
No Funding Source Identified	20	-	20
Total Funding	70	-	70
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	10	40	-	-	-	-
-	-	-	20	-	-	-	-
-	-	10	60	-	-	-	-

<i>OPERATING IMPACT</i>		
<i>Operating Impact</i>		<i>6 Year Total</i>
Revenue	-	-
Expenses	-	-
Net Impact	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

30th Ave S Improvements - South Segments	Project #	TRCIP0024
-	Previous Project #	319.629

Summary Project Description:
Roadway improvements to include full roadway reconstruction, bike lanes, sidewalk, and parking between S 224th St and Kent-Des Moines Road.

CIP Category: Transportation - Capital Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: The need for multimodal facilities the 30th Ave S is identified in the City's Comprehensive Transportation Plan and the Six Year Transportation Improvement Plan. 30th Ave S has numerous multi-family developments that generate pedestrian traffic along the corridor. This is only anticipated to increase with the planned Sound Transit Light Rail extension, new station, and redevelopment that could occur as a result.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	350	250	600
Land & Right of Way	-	-	-
Construction	4,000	1,000	5,000
Contingency	275	225	500
Total Expenditures	4,625	1,475	6,100

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
-	-	-	600	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	5,000	-	-	-	-
-	-	-	500	-	-	-	-
-	-	-	6,100	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Traffic in-Lieu (Sound Transit)	350	-	350
Private In-Lieu	140	-	140
State of Washington Grants (Unsecured)	4,135	1,475	5,610
Total Funding	4,625	1,475	6,100
Funding Shortfall/Excess	-	-	-

<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
-	350	-	-	-	-	-	-
-	140	-	-	-	-	-	-
-	-	-	5,610	-	-	-	-
-	490	-	5,610	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

South 240th Street Improvements - Segment 1	Project #	TRCIP0016
-	Previous Project #	319,630

CIP Category: Transportation - Capital Projects

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Widen roadway to three lanes between 20th Ave S and the East City limits and provide a continuous center turn lane, bike lanes, transit stops, curb, gutter and planters.

Justification/Benefits: The need for pedestrian and bicycle facilities along South 240th Street is identified in the City's Comprehensive Transportation Plan and the Six Year Transportation Improvement Plan. South 240th Street has residential properties and Highline College that generate pedestrian and bicycle traffic along the shoulder of the road. Pedestrians use this route to access bus stops, Highline College, and the Pacific Highway Corridor. Roadway widening is needed to increase capacity as well as develop a complete street serving vehicles pedestrians, bicycles and transit.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	435	65	500
Land & Right of Way	200	100	300
Construction	5,265	735	6,000
Contingency	400	350	750
Total Expenditures	6,300	1,250	7,550

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
12/31/23	2024	2025	2026	2027	2028	2029	2030
-	-	-	-	500	-	-	-
-	-	-	-	300	-	-	-
-	-	-	-	-	6,000	-	-
-	-	-	-	150	600	-	-
-	-	-	-	950	6,600	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Private Contributions	87	-	87
Private Contributions	163	-	163
Local Grants (County, etc.) (Unsecured)	3,380	600	3,980
State of Washington Grants (Unsecured)	2,670	650	3,320
Total Funding	6,300	1,250	7,550
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
12/31/23	2024	2025	2026	2027	2028	2029	2030
87	-	-	-	-	-	-	-
-	-	-	-	-	163	-	-
-	-	-	-	470	3,510	-	-
-	-	-	-	480	2,840	-	-
87	-	-	-	950	6,513	-	-

<i>OPERATING IMPACT</i>		
<i>Operating Impact</i>		<i>6 Year Total</i>
Revenue	-	-
Expenses	-	-
Net Impact	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

16th Ave - Seg 5A

Project # TRCIP0009

- Previous Project # 319.471

Summary Project Description:
South 272nd Street to approximately 1000 feet south of S 272nd Street. Install curbs, gutters, sidewalks, enclosed drainage system and bike lanes along both sides of the street. Improve existing lighting and install left turn lane. Cost estimates reflect overhead utilities. Undergrounding utilities would be a significant increase. This project coordinates with Segment 5B.

CIP Category: Transportation - Capital Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: The need for pedestrian facilities is identified in the City's Comprehensive Transportation Plan and 6 Yr TIP. This corridor has numerous single-family developments that generate pedestrian traffic along the shoulder of the road. It is used to access schools, parks, churches and shopping areas. 16th Ave is classified as a principal arterial and is identified as a pedestrian walkway route. Future growth will highlight the need for separated pedestrian facilities. This project also improves mobility and safety by adding left turn lanes and improving street lighting. The costs indicated in this worksheet reflect overhead utilities. Undergrounding of existing utilities would increase the cost dramatically. This project will be coordinated with Segment 5B.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	128	-	128
Land & Right of Way	-	-	-
Construction	-	-	-
Contingency	76	-	76
Total Expenditures	204	-	204

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	128	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	76	-	-
-	-	-	-	-	204	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Traffic in-Lieu	75	-	75
In-Lieu Ashton (Received)	129	-	129
Total Funding	204	-	204
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
75	-	-	-	-	-	-	-
129	-	-	-	-	-	-	-
204	-	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>			<i>6 Year Total</i>
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Kent-Des Moines Rd - Seg 2	Project #	TRCIP0023
	Previous Project #	319.625

<i>Summary Project Description:</i>
Widen roadway to 5 lanes between 24th Avenue South and Pacific Highway South and provide a continuous center turn lane, bike lanes, transit stops, curb, gutter and planters.

CIP Category: Transportation - Capital Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: The need for pedestrian and bicycle facilities along Kent-Des Moines Road is identified in the City's Comprehensive Transportation Plan and the Six Year Transportation Improvement Plan. Kent-Des Moines Rd has numerous multi-family developments that generate pedestrian and bicycle traffic along the shoulder of the road. Pedestrians use this route to access bus stops, Highline College, and the Pacific Highway Corridor. Roadway widening is needed to increase capacity as well as develop a complete street serving vehicles pedestrians, bicycles and transit.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	485	-	485
Land & Right of Way	500	-	500
Construction	5,815	-	5,815
Contingency	400	-	400
Total Expenditures	7,200	-	7,200

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	485	-
-	-	-	-	-	-	500	-
-	-	-	-	-	-	-	5,815
-	-	-	-	-	-	-	400
-	-	-	-	-	-	985	6,215

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Traffic Impact Fees - City Wide	330	-	330
Private Contributions	250	-	250
Local Grants (County, etc.) (Unsecured)	3,620	-	3,620
State of Washington Grants (Unsecured)	3,000	-	3,000
Total Funding	7,200	-	7,200
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	330	-
-	-	-	-	-	-	-	250
-	-	-	-	-	-	655	2,965
-	-	-	-	-	-	-	3,000
-	-	-	-	-	-	985	6,215

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>			<i>6 Year Total</i>
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

South 240th Street Improvements - Segment 3	Project #	TRCIP0025
	Previous Project #	319.631

Summary Project Description:
Widen roadway to three lanes between Marine View Drive and 16th Ave South and provide a continuous center turn lane, bike lanes, transit stops, curb, gutter and planters.

CIP Category: Transportation - Capital Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: The need for pedestrian and bicycle facilities along South 240th Street is identified in the City's Comprehensive Transportation Plan and the Six Year Transportation Improvement Plan. South 240th Street has residential properties and Highline College that generate pedestrian and bicycle traffic along the shoulder of the road. Pedestrians use this route to access bus stops, Highline College, and the Pacific Highway Corridor. Roadway widening is needed to increase capacity as well as develop a complete street serving vehicles pedestrians, bicycles and transit.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	335	305	640
Land & Right of Way	50	200	250
Construction	4,165	535	4,700
Contingency	300	-	300
Total Expenditures	4,850	1,040	5,890

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	640	-
-	-	-	-	-	-	250	-
-	-	-	-	-	-	-	4,700
-	-	-	-	-	-	50	250
-	-	-	-	-	-	940	4,950

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Traffic in-Lieu	2,900	305	3,205
Private Contributions	200	-	200
State of Washington Grants (Unsecured)	1,750	735	2,485
Total Funding	4,850	1,040	5,890
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	300	2,905
-	-	-	-	-	-	200	-
-	-	-	-	-	-	435	2,050
-	-	-	-	-	-	935	4,955

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Financial System Replacement	Project #	MCCIP0023
Closing 2024	Previous Project #	310.514
CIP Category: Technology Projects		
Managing Department: Finance		

<i>Summary Project Description:</i>
Replace the current financial software with Munis ERP Solutions from Tyler Technologies and upgrade related hardware. The new system will provide a fully integrated system containing general ledger, budgeting, payroll, human resources, accounts payable, accounts receivable, centralized cashiering and project accounting modules. The project has been updated to include the cost of a part time project manager for the system implementation.

Justification/Benefits: The current financial system was purchased in 2002 and is reaching its technological end of life. The software provider has indicated it will not update the financial system to accommodate future operating system upgrades.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	-	-	-
Land & Right of Way	-	-	-
Construction	412	-	412
Contingency	-	-	-
Total Expenditures	412	-	412

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
412	-	-	-	-	-	-	-
412	-	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Marina Rates	30	-	30
Surface Water Utility	30	-	30
General Fund Transfer	192	-	192
Computer Replacement Fund Transfer	110	-	110
One Time Tax	15	-	15
ARPA Funding	35	-	35
Total Funding	412	-	412
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
30	-	-	-	-	-	-	-
30	-	-	-	-	-	-	-
192	-	-	-	-	-	-	-
110	-	-	-	-	-	-	-
15	-	-	-	-	-	-	-
35	-	-	-	-	-	-	-
412	-	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Marina Redevelopment	Project #	MCCIP0022
Closing 2024	Previous Project #	310.408

CIP Category: Waterfront Facility Projects

Managing Department: Executive Department

Summary Project Description:
Phase 3 will be to develop and publish a Request for Qualifications (RFQ) for a refined design of Marina steps to incorporate a water feature, mixed use retail/office space, marketspace and hotel. The design approach will increase connectivity between the downtown and the waterfront through sustainable design and improvements to create a welcoming and lively environment that will spur economic growth and further development within the community and region.

Justification/Benefits: Building on the successful outcomes of Phase I and II of the Port of Seattle Economic Development Partnership Program, Phase 3 funds will be utilized to continue work toward the redevelopment of the Des Moines Marina. Phase I accomplished a feasibility analysis, potential development scenarios for the Marina floor, as well as completion of a parking study to clarify needs in the downtown and Marina District. Phase 2 funds were utilized to refine the market analysis, complete finance feasibility work and concept plans for the Marina steps. Phase 3 will be to develop and publish a Request for Qualifications (RFQ) for a refined design of Marina steps to incorporate a water feature, mixed use retail/office space, marketspace and hotel.

PROJECT SCOPE			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	581	138	719
Land & Right of Way	-	-	-
Construction	344	(138)	206
Contingency	-	-	-
Total Expenditures	925	-	925

ANNUAL ALLOCATION							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
690	29	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	206	-	-	-	-	-	-
-	-	-	-	-	-	-	-
690	235	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
REET 1	430	-	430
ARPA Funding	495	-	495
Total Funding	925	-	925
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
430	-	-	-	-	-	-	-
260	235	-	-	-	-	-	-
690	235	-	-	-	-	-	-

OPERATING IMPACT			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

ANNUAL OPERATING IMPACT							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Marina Steps & Promenade	Project #	MCCIP0030
-	Previous Project #	-

Summary Project Description:
This project is the first phase of the larger Marina District Master Plan that includes improvements to S. 223rd St. and other improvements described in SkyLab's Final Presentation to City Council on 1/26/2023. The project will include public access to the Marina Floor from Overlook Park and provide a pedestrian transitional public plaza to the waterfront.

CIP Category: Waterfront Facility Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: -

PROJECT SCOPE			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	861	(2)	859
Land & Right of Way	-	2	2
Construction	9,139	163	9,302
Contingency	-	68	68
Total Expenditures	10,000	231	10,231

ANNUAL ALLOCATION							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
12/31/23	2024	2025	2026	2027	2028	2029	2030
272	587	-	-	-	-	-	-
-	2	-	-	-	-	-	-
-	1,163	8,139	-	-	-	-	-
-	68	-	-	-	-	-	-
272	1,820	8,139	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Debt Proceeds	7,869	-	7,869
ARPA Funding	1,151	219	1,370
Legal Settlement	-	12	12
WA State Appropriation (Unsecured)	980	-	980
Total Funding	10,000	231	10,231
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
12/31/23	2024	2025	2026	2027	2028	2029	2030
7,869	-	-	-	-	-	-	-
267	1,103	-	-	-	-	-	-
-	12	-	-	-	-	-	-
-	980	-	-	-	-	-	-
8,136	2,095	-	-	-	-	-	-

OPERATING IMPACT			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

ANNUAL OPERATING IMPACT							
12/31/23	2024	2025	2026	2027	2028	2029	2030
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Marina, Beach Park Paid Parking	Project #	MCCIP0021
-	Previous Project #	310.407

<i>Summary Project Description:</i>
Upgrade Parking system.

CIP Category: Waterfront Facility Projects

Managing Department: Marina

Justification/Benefits: Paid Parking was installed throughout the Marina and Beach Park in 2017. The existing equipment has had ongoing problems for quite some time. We feel most of the problems are caused from inadequate machinery, lack of technical support and the harsh outdoor environment. We plan on implementing a user friendly pay and display system, similar to Redondo Paid Parking Project TRCIP0017. The existing equipment will remain in place for tenant access control, along with added afterhours safety and security for our customers and community.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	10	-	10
Land & Right of Way	-	-	-
Construction	350	-	350
Contingency	-	-	-
Total Expenditures	360	-	360

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	10	-	-	-	-	-	-
-	-	-	-	-	-	-	-
142	208	-	-	-	-	-	-
-	-	-	-	-	-	-	-
142	218	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Bond Proceeds	360	-	360
Total Funding	360	-	360
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
360	-	-	-	-	-	-	-
360	-	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

North Bulkhead	Project #	MCCIP0019
Closing 2024	Previous Project #	310.405

CIP Category: Park Facility & Playground Projects

Managing Department: Marina

<i>Summary Project Description:</i>
Replace the north marina parking lot bulkhead and revetment to also include wider sidewalks and pedestrian amenities supporting multimodal emergency management operations, marina operations, and public land-water access.

Justification/Benefits: Existing north marina bulkheads are experiencing structural deficiencies and have been damaged by storm activities which require periodic spot rebuilding. Replacing the bulkheads will provide long-term protection with lower maintenance costs. Public access to waterfront activities will also be improved from the north parking lot to the marina facilities and Beach Park.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	2,099	1	2,100
Land & Right of Way	-	-	-
Construction	10,739	(229)	10,510
Contingency	89	(89)	-
Total Expenditures	12,927	(317)	12,610

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
2,100	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
10,509	1	-	-	-	-	-	-
-	-	-	-	-	-	-	-
12,609	1	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
One Time Tax	873	-	873
General Fund Transfer	2,002	(543)	1,459
REET 1	2,401	150	2,551
Debt Proceeds	3,300	-	3,300
REET 2	550	76	626
Department of Commerce Grant (Secured)	3,801	-	3,801
Total Funding	12,927	(317)	12,610
Funding Shortfall/Excess	-	-	-

<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
873	-	-	-	-	-	-	-
1,459	-	-	-	-	-	-	-
2,551	-	-	-	-	-	-	-
3,300	-	-	-	-	-	-	-
626	-	-	-	-	-	-	-
3,801	-	-	-	-	-	-	-
12,610	-	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Sound View Park	Project #	MCCIP0003
(Former Name: The Van Gasken Park)	Previous Project #	310.067

<i>Summary Project Description:</i>
Project will purchase a new City Park and make subsequent improvements to be determined.

CIP Category: Park Facility & Playground Projects

Managing Department: Parks, Recr & Sr Services

Justification/Benefits: Open/Public park space is a highly valued asset for the City. Expanding the recreational and open space areas in the City is a high priority.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	271	-	271
Land & Right of Way	1,529	-	1,529
Construction	1,540	95	1,635
Contingency	-	-	-
Total Expenditures	3,340	95	3,435

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
271	-	-	-	-	-	-	-
1,529	-	-	-	-	-	-	-
1,595	-	-	40	-	-	-	-
-	-	-	-	-	-	-	-
3,395	-	-	40	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
One Time Tax	235	-	235
Park in-Lieu	328	-	328
King County Parks Levy	302	39	341
REET 1	654	-	654
REET 2	652	30	682
CFT Grant (Secured)	594	-	594
RCO Grant (Secured)	576	25	601
Total Funding	3,341	94	3,435
Funding Shortfall/Excess	1	(1)	-

<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
235	-	-	-	-	-	-	-
328	-	-	-	-	-	-	-
302	-	-	39	-	-	-	-
654	-	-	-	-	-	-	-
682	-	-	-	-	-	-	-
594	-	-	-	-	-	-	-
601	-	-	-	-	-	-	-
3,396	-	-	39	-	-	-	-

<i>OPERATING IMPACT</i>		
<i>Operating Impact</i>	<i>6 Year Total</i>	
Revenue	-	-
Expenses	-	-
Net Impact	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Midway Park Acquisition	Project #	MCCIP0015
-	Previous Project #	310.082

<i>Summary Project Description:</i>
Acquisition of two of four parcels adjacent to Midway Park.

CIP Category: Park Facility & Playground Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: Acquisition of these parcels is a priority in the Parks Master Plan.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	478	-	478
Land & Right of Way	2,490	-	2,490
Construction	3,120	-	3,120
Contingency	279	-	279
Total Expenditures	6,367	-	6,367

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
7	471	-	-	-	-	-	-
2,490	-	-	-	-	-	-	-
273	17	2,830	-	-	-	-	-
-	-	279	-	-	-	-	-
2,770	488	3,109	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Park in-Lieu	353	-	353
REET 2	24	-	24
King County Conservation Futures 2020 (Secured)	2,485	-	2,485
King County Parks Capital & Open Space Grant	456	-	456
WA State Grants (Unsecured)	3,049	-	3,049
Total Funding	6,367	-	6,367
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
279	74	-	-	-	-	-	-
5	19	-	-	-	-	-	-
2,485	-	-	-	-	-	-	-
-	456	-	-	-	-	-	-
-	-	3,049	-	-	-	-	-
2,769	549	3,049	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

N Lot Restrooms, Plazas & Promenade	Project #	MCCIP0020
Closing 2024	Previous Project #	310.406

CIP Category: Park Facility & Playground Projects

Managing Department: Marina

Summary Project Description:
Demolish and replace exiting restroom in the north parking lot and create 10,000 square foot public plaza in the northwest corner of the parking lot. Add vertical extension to the bulkhead in front of the Wasson property and create an additional 1,800 square foot plaza. Includes 480ft of 8ft wide sidewalk to connect the two new plazas and the Beach Park. This is Project #3 on the Legislative capital support request.

Justification/Benefits: Existing restrooms are significantly deteriorated and need to be replaced. These restrooms are for public access (including patrons of the marina guest moorage).

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	123	1	124
Land & Right of Way	-	-	-
Construction	681	1	682
Contingency	39	(39)	-
Total Expenditures	843	(37)	806

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
124	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
682	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
806	-	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
REET 2	356	33	389
One Time Tax	307	-	307
General Fund Transfer	70	(70)	-
Department of Commerce Grant	110	-	110
Total Funding	843	(37)	806
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
388	1	-	-	-	-	-	-
307	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
110	-	-	-	-	-	-	-
805	1	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Redondo Fishing Pier	Project #	MCCIP0012
-	Previous Project #	310.079

<i>Summary Project Description:</i>
Replace Redondo Fishing Pier and remove existing timber piles.

CIP Category: Park Facility & Playground Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: The fishing pier is now approximately 35 years old and the timber structure and substructure has reached the end of its useful life.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	548	75	623
Land & Right of Way	-	-	-
Construction	3,495	(238)	3,257
Contingency	-	-	-
Total Expenditures	4,043	(163)	3,880

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
606	17	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	3,257	-	-	-	-	-
-	-	-	-	-	-	-	-
606	17	3,257	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
REET 2	858	-	858
Debt Proceeds	1,929	(163)	1,766
Department of Commerce Grant (Secured)	276	-	276
Washington State Appropriation (Secured)	980	-	980
Total Funding	4,043	(163)	3,880
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
77	781	-	-	-	-	-	-
1,766	-	-	-	-	-	-	-
276	-	-	-	-	-	-	-
-	980	-	-	-	-	-	-
2,119	1,761	-	-	-	-	-	-

<i>OPERATING IMPACT</i>		
<i>Operating Impact</i>	<i>6 Year Total</i>	
Revenue	-	-
Expenses	-	-
Net Impact	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Redondo Floats	Project #	MCCIP0011
Closing 2024	Previous Project #	310.078

CIP Category: Park Facility & Playground Projects

Managing Department: Marina

Summary Project Description:

The City has received a grant to replace the South side of the Redondo Boarding floats. Project includes reprogrammed American Rescue Plan funding not utilized for its original purpose.

Justification/Benefits: The ramp, pier and restrooms were built in 1980. The Parking lot was rebuilt and steel piling and an additional float string was installed in 2002. This project will replace the South float string making it easier and safer to use. The design budget has been amended to cover costs as to adhere to the new state standards and regulations/requirements.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	67	15	82
Land & Right of Way	-	-	-
Construction	460	(19)	441
Contingency	-	-	-
Total Expenditures	527	(4)	523

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
80	2	-	-	-	-	-	-
-	-	-	-	-	-	-	-
441	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
521	2	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
REET 2	316	(5)	311
RCO Grant (Secured)	211	1	212
Total Funding	527	(4)	523
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
309	2	-	-	-	-	-	-
212	-	-	-	-	-	-	-
521	2	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Redondo Fishing Pier Bulkhead & Plaza	Project #	MCCIP0017
-	Previous Project #	310.084

<i>Summary Project Description:</i>
Replace Redondo bulkhead from MAST facility to boat launch and remove existing timber piles. Replace pedestrian promenade

CIP Category: Park Facility & Playground Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: The bulkhead is now approximately 35 years old and the structure has reached the end of its useful life. The facility is currently exhibiting moderate degradation.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	132	44	176
Land & Right of Way	-	-	-
Construction	2,500	-	2,500
Contingency	930	(31)	899
Total Expenditures	3,562	13	3,575

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
111	65	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	2,500	-	-	-	-
-	99	-	800	-	-	-	-
111	164	-	3,300	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
REET 2	34	13	47
Department of Commerce Grant (Secured)	64	-	64
State Grants (Unsecured)	3,464	-	3,464
Total Funding	3,562	13	3,575
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
47	-	-	-	-	-	-	-
64	-	-	-	-	-	-	-
-	164	-	3,300	-	-	-	-
111	164	-	3,300	-	-	-	-

<i>OPERATING IMPACT</i>		
<i>Operating Impact</i>	<i>6 Year Total</i>	
Revenue	-	-
Expenses	-	-
Net Impact	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Redondo Restroom	Project #	MCCIP0018
-	Previous Project #	310.086

CIP Category: Park Facility & Playground Projects

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Demolish existing restroom and replace with smaller pre-fab structure across the street. Replace restroom foundation with surface similar to rest of plaza and add railings.

Justification/Benefits: The existing restrooms is approximately 35 years old and are functionally obsolete. The restrooms are built on a pier with all of the plumbing hanging below the structure where it can and has been destroyed by storms.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	95	8	103
Land & Right of Way	-	-	-
Construction	1,741	468	2,209
Contingency	80	102	182
Total Expenditures	1,916	578	2,494

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
98	5	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	2,209	-	-	-	-	-	-
-	182	-	-	-	-	-	-
98	2,396	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
REET 2	77	-	77
Debt Proceeds	1,157	578	1,735
State of Washington Grants (RCO Secured)	682	-	682
Total Funding	1,916	578	2,494
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
69	8	-	-	-	-	-	-
1,157	578	-	-	-	-	-	-
-	682	-	-	-	-	-	-
1,226	1,268	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Beach Park Bulkhead, Promenade, & Play Equip/Water Feature	Project #	MCCIP0010
-	Previous Project #	310.077

CIP Category: Park Facility & Playground Projects

Managing Department: Parks, Recr & Sr Services

<i>Summary Project Description:</i>
Replace/repair existing bulkhead from the Marina North bulkhead terminus to the pedestrian bridge, including potential habitat restoration work associated with Des Moines Creek outfall and the associated marine interface. Continue pedestrian promenade improvements from the Marina to the pedestrian bridge, providing connectivity from the Marina to the Beach Park and Des Moines Creek Trail. Construct play equipment or water feature at the Beach Park. Project also includes demolition of the Wasson House completed in 2019.

Justification/Benefits: The Beach Park serves the region as 1 of 6 waterfront parks located on Puget Sound between Tacoma and Seattle. The park is visited by hundreds of thousands of visitors annually. This project accomplishes several improvements: 1) the continuation of the Marina bulkhead and pedestrian promenade improvements to the pedestrian bridge; 2) provides potential habitat restoration work associated with the existing Beach Park bulkhead; 3) and either the installation of new play equipment (which was removed from the Beach Park in the 2000's due to multiple flooding events), or construction of a new water feature. Removal of the Wasson House is also part of this project, which is necessary in order to create seamless access and connectivity from the Marina through the Beach Park, to the Des Moines Creek Trail.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	226	-	226
Land & Right of Way	-	-	-
Construction	2,685	-	2,685
Contingency	61	-	61
Total Expenditures	2,972	-	2,972

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
17	-	-	209	-	-	-	-
-	-	-	-	-	-	-	-
80	-	-	-	2,605	-	-	-
-	-	-	-	61	-	-	-
97	-	-	209	2,666	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
One Time Tax	71	-	71
REET 1	26	-	26
Private Contributions	15	-	15
State of Washington Grants (Unsecured)	2,860	-	2,860
Total Funding	2,972	-	2,972
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
71	-	-	-	-	-	-	-
26	-	-	-	-	-	-	-
-	-	-	-	15	-	-	-
-	-	-	209	2,651	-	-	-
97	-	-	209	2,666	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Field House Play Equipment	Project #	MCCIP0005
Closing 2024	Previous Project #	310.071

CIP Category: Park Facility & Playground Projects

Managing Department: Parks, Recr & Sr Services

<i>Summary Project Description:</i>
Replace a portion of the aging play structure. Park renovation will include ADA compliance. There is a companion project for the repair to the skate park and ballfield drainage.

Justification/Benefits: Replace a portion of the aging play structure for safety reasons. Field House Park was transferred to the city by King County in 1993. The portion of the play equipment currently on site was purchased by the Des Moines Rotary Club and installed at the Beach Park in 1996. Later it was removed and stored until repainted and reinstalled in 2008. Some of the equipment doesn't meet current Play Equipment safety and ADA standards and must be replaced.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	52	30	82
Land & Right of Way	-	-	-
Construction	646	(25)	621
Contingency	-	-	-
Total Expenditures	698	5	703

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
74	8	-	-	-	-	-	-
-	-	-	-	-	-	-	-
1	620	-	-	-	-	-	-
-	-	-	-	-	-	-	-
75	628	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
REET 2	238	-	238
King County Parks Levy	333	-	333
ARPA Funding	100	5	105
Private Contributions	27	-	27
Total Funding	698	5	703
Funding Shortfall/Excess	-	-	-

<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
11	227	-	-	-	-	-	-
9	324	-	-	-	-	-	-
50	55	-	-	-	-	-	-
5	22	-	-	-	-	-	-
75	628	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Cecil Powell Play Equipment	Project #	MCCIP0006
Closing 2024	Previous Project #	310.073

CIP Category: Park Facility & Playground Projects

Managing Department: Parks, Recr & Sr Services

<i>Summary Project Description:</i>
Replace the play structure that was removed for safety reasons due to age and deterioration. Park renovation will include ADA compliance, picnic table and bench replacement.

Justification/Benefits: Cecil Powell Park was transferred to the city by the Powell family in 1991. The play equipment is over 25 years old, in poor condition and doesn't meet current Play Equipment ASTM and ADA standards. The installation of new equipment will require meeting current ADA access standards.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	49	15	64
Land & Right of Way	-	-	-
Construction	225	(10)	215
Contingency	22	(5)	17
Total Expenditures	296	-	296

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
58	6	-	-	-	-	-	-
-	-	-	-	-	-	-	-
1	214	-	-	-	-	-	-
-	17	-	-	-	-	-	-
59	237	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
REET 2	296	-	296
Total Funding	296	-	296
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
58	238	-	-	-	-	-	-
58	238	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

DMBP Sun Home Lodge Rehab	Project #	MCCIP0001
- Previous Project #		310.056

CIP Category: Park Facility & Playground Projects

Managing Department: Parks, Recr & Sr Services

<i>Summary Project Description:</i>
Rehabilitation of the Sun Home Lodge for its continued use as a recreation facility. Will include lifting the building, connecting new utilities (electrical, gas, phone, cable, water and sewer), constructing a new foundation, decking, exterior stairway and minor interior improvements. Additional interior building remodel work would be completed in future phases. This project relies on funding support from King County and Washington State. \$459K previously expended Picnic Shelter/Restroom funds will provide additional match for the project.

Justification/Benefits: King County has just announced that it will provide up to \$20M bonds for the rehabilitation of historic properties. These funds and past Beach Park expenditures could provide match for a Washington Heritage Capital Grant to lift and construct a new foundation for the Sun Home Lodge. The Sun Home Lodge is in desperate need of life and safety repairs for its continued use as a recreation facility. Funds available will not provide for major interior remodel work. The Des Moines Beach Park is listed on the State and National Historic Register.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	48	-	48
Land & Right of Way	-	-	-
Construction	790	100	890
Contingency	67	-	67
Total Expenditures	905	100	1,005

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
48	-	-	-	-	-	-	-
-	40	100	-	-	750	-	-
-	-	-	-	-	67	-	-
48	40	100	-	-	817	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
REET 1	43	100	143
4Culture Grant (Secured)	45	-	45
Local Grants (County, etc.) (Unsecured)	43	-	43
State of Washington Grants (Unsecured)	774	-	774
Total Funding	905	100	1,005
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
4	39	100	-	-	-	-	-
45	-	-	-	-	-	-	-
-	-	-	-	-	43	-	-
-	-	-	-	-	774	-	-
49	39	100	-	-	817	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Mary Gay Park	Project #	MCCIP0009
Closing 2024	Previous Project #	310.076

CIP Category: Park Facility & Playground Projects

Managing Department: Parks, Recr & Sr Services

Summary Project Description:
Demolish the house, abandon the septic tank, and create a gravel parking area. Restore electrical service to site.

Justification/Benefits: This property was recently donated to the City by the Bundy Estate to be a future park. Some initial improvements are necessary on the property.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	1	-	1
Land & Right of Way	-	-	-
Construction	75	(30)	45
Contingency	-	-	-
Total Expenditures	76	(30)	46

ANNUAL ALLOCATION							
Project to Date 12/31/23	Scheduled Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
1	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
45	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
46	-	-	-	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget
One Time Tax	5	(5)	-
Park in-Lieu	50	(4)	46
REET 1	21	(21)	-
Total Funding	76	(30)	46
Funding Shortfall/Excess	-	-	-

Project to Date 12/31/23	Scheduled Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
-	-	-	-	-	-	-	-
46	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
46	-	-	-	-	-	-	-

OPERATING IMPACT			
Operating Impact	6 Year Total		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

ANNUAL OPERATING IMPACT							
12/31/23	2024	2025	2026	2027	2028	2029	2030
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Sonju Park	Project #	MCCIP0014
Closing 2024	Previous Project #	310.081

CIP Category: Park Facility & Playground Projects

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Project will demolish the two existing residential structures and create interim on-site parking improvements.

Justification/Benefits: Currently, minimal on-site parking exists for the community garden. In addition, both residential structures need significant capital investment and they are not envisioned in the long term use of the park.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	1	-	1
Land & Right of Way	-	-	-
Construction	65	(25)	40
Contingency	-	-	-
Total Expenditures	66	(25)	41

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
1	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
40	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
41	-	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
One Time Tax	21	-	21
Park in-Lieu	32	(12)	20
REET 1	13	(13)	-
Total Funding	66	(25)	41
Funding Shortfall/Excess	-	-	-

<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
21	-	-	-	-	-	-	-
19	1	-	-	-	-	-	-
-	-	-	-	-	-	-	-
40	1	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Des Moines Memorial Flag Triangle	Project #	MCCIP0027
-	Previous Project #	310.085

Summary Project Description:
Install new turf, plantings, and hardscape areas along with improvements to the irrigation system. The planting area would be expanded. Potential "Welcome to Des Moines" sign. Install new flag pole, base, and uplighter.

CIP Category: Park Facility & Playground Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: The current park has issues and problems with the irrigation system. The park also serves as a "gateway" entry into the City for the traveling public from Des Moines Memorial Drive.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	47	18	65
Land & Right of Way	-	-	-
Construction	227	(38)	189
Contingency	-	20	20
Total Expenditures	274	-	274

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
10	55	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	189	-	-	-	-	-	-
-	20	-	-	-	-	-	-
10	264	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Bond Proceeds	111	163	274
ARPA Funding	163	(163)	-
Total Funding	274	-	274
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
111	163	-	-	-	-	-	-
1	(1)	-	-	-	-	-	-
112	162	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Police HVAC	Project #	MCCIP0024
	Previous Project #	310.711

CIP Category: Park Facility & Playground Projects

Managing Department: Plan, Build & PW Admin

Summary Project Description:
Replacement of the Mechanical and HVAC Equipment in the Police Department Building. Nearly all of the mechanical equipment was installed in 1996 and has reached its useful life. This project is a replacement of the current assets and beyond "maintenance" activity.

Justification/Benefits: The current HVAC equipment is requiring increased maintenance due to the age of the components. The combined costs for these items exceeds the typical maintenance thresholds on an annual basis.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	70	5	75
Land & Right of Way	-	-	-
Construction	739	37	776
Contingency	58	3	61
Total Expenditures	867	45	912

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	75	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	776	-	-	-	-	-
-	-	61	-	-	-	-	-
-	-	912	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Facility Repair & Replace Fund Transfer	1	-	1
REET 1	866	45	911
Total Funding	867	45	912
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	1	-	-	-	-	-
-	-	911	-	-	-	-	-
-	-	912	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

City Hall Parking Lot	Project #	MCCIP0028
-	Previous Project #	310.087

CIP Category: Park Facility & Playground Projects

Managing Department: Plan, Build & PW Admin

Summary Project Description:
Rebuild Northwest, Southwest, Southern and Eastern City Hall parking lots. Provide ADA access to the Southwest

Justification/Benefits: A design for these parking lots was completed in 2007. The results of the design were that an overlay that would be insufficient to solve the existing degradation. As a result, a total rebuild of these parking lots needs to take place. The Western parking lots, as well as ADA ramp retrofits, will be included.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	39	2	41
Land & Right of Way	-	-	-
Construction	374	19	393
Contingency	29	2	31
Total Expenditures	442	23	465

ANNUAL ALLOCATION							
Project to Date 12/31/23	Scheduled Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
-	-	41	-	-	-	-	-
-	-	-	393	-	-	-	-
-	-	-	31	-	-	-	-
-	-	41	424	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget
REET 1	442	23	465
Total Funding	442	23	465
Funding Shortfall/Excess	-	-	-

Project to Date 12/31/23	Scheduled Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
-	-	41	424	-	-	-	-
-	-	41	424	-	-	-	-

OPERATING IMPACT			
Operating Impact	6 Year Total		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

ANNUAL OPERATING IMPACT							
12/31/23	2024	2025	2026	2027	2028	2029	2030
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Activity Center Irrigation/Landscape	Project #	MCCIP0029
-	Previous Project #	310.088

Summary Project Description:
Irrigate and landscape the front lawn area between the building and South 216th Street.

CIP Category: Park Facility & Playground Projects

Managing Department: Plan, Build & PW Admin

Justification/Benefits: Now that South 216th has been improved and the Civic Readerboard is functional; irrigation and landscaping the front lawn area will make the facility more appealing to the public and potential renter groups.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	9	1	10
Land & Right of Way	-	-	-
Construction	53	3	56
Contingency	3	1	4
Total Expenditures	65	5	70

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	10	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	56	-	-
-	-	-	-	-	4	-	-
-	-	-	-	-	70	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Facility Repair & Replace Fund Transfer	65	5	70
Total Funding	65	5	70
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	70	-	-
-	-	-	-	-	70	-	-

<i>OPERATING IMPACT</i>		
<i>Operating Impact</i>	<i>6 Year Total</i>	
Revenue	-	-
Expenses	-	-
Net Impact	-	-

<i>ANNUAL OPERATING IMPACT</i>								
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>	
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Marina Dock Replacement	Project #	MACIP0005
-	Previous Project #	403,499

CIP Category: Marina Capital Improvements

Managing Department: Marina

<i>Summary Project Description:</i>
This project creates a set aside to accumulate funds for the purchase of a full dock replacement. When sufficient funds are accumulated a replacement dock will be installed. Expenditures currently listed in 2021-2024 are intended for M, N, and possibly L dock replacements.

Justification/Benefits: The Des Moines Marinas Docks are now over 50 years old and in need of replacement. This Project is necessary as we move forward with Design, Engineering and discussions on reconfigurations in slip size, styles, and amenities associated with new construction. While all Docks are in need of replacement, due to the infrastructure set in place, M and N Dock will be the first in the replacement process.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	925	-	925
Land & Right of Way	-	-	-
Construction	13,494	-	13,494
Contingency	-	-	-
Total Expenditures	14,419	-	14,419

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
680	10	235	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	13,494	-	-	-	-	-
-	-	-	-	-	-	-	-
680	10	13,729	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Marina Rates	1,679	-	1,679
Bond Proceeds	12,740	-	12,740
Total Funding	14,419	-	14,419
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
1,479	200	-	-	-	-	-	-
12,740	-	-	-	-	-	-	-
14,219	200	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Marina Dredging	Project #	MACIP0001
Closing 2024	Previous Project #	403.458

CIP Category: Marina Capital Improvements

Managing Department: Marina

<i>Summary Project Description:</i>
To dredge the entrance channel of the Des Moines Marina.

Justification/Benefits: The Des Moines Marina's entrance channel is in need of dredging every 10-12 years, and was previously done in 2009. As currents, tide fluctuation and the Des Moines creek all contribute to the in-fill causing the entrance channel to both become shallow and narrow making navigation constricted at times. Dredging is important to continue a safe navigable entrance, in and out of the Marina.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	261	51	312
Land & Right of Way	-	-	-
Construction	538	-	538
Contingency	-	-	-
Total Expenditures	799	51	850

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
303	9	-	-	-	-	-	-
-	-	-	-	-	-	-	-
141	397	-	-	-	-	-	-
-	-	-	-	-	-	-	-
444	406	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Marina Rates	799	51	850
Total Funding	799	51	850
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
799	51	-	-	-	-	-	-
799	51	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Marina Guest Moorage Power Upgrades	Project #	MACIP0002
Closing 2024	Previous Project #	403.403

CIP Category: Marina Capital Improvements

Managing Department: Marina

<i>Summary Project Description:</i>
The Marina received confirmation of a grant to install new power throughout the Marinas guest moorage.

Justification/Benefits: The current power in Guest Moorage is inadequate for the needs of new boats. The electronics on new boats demand much more power. Upgrading our Guest Moorage with 50amp service will better serve our Guest moorage customers. Installing larger wire, power pedestals, along with the installation of infrastructure for future needs (electric boats) will be vital in accommodating future Marina Guest moorage customers.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	26	11	37
Land & Right of Way	-	-	-
Construction	270	(80)	190
Contingency	23	(23)	-
Total Expenditures	319	(92)	227

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
31	6	-	-	-	-	-	-
-	-	-	-	-	-	-	-
190	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
221	6	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Marina Rates	192	(78)	114
US DOI Grant (Via RCO) Secured	127	(14)	113
Total Funding	319	(92)	227
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
107	7	-	-	-	-	-	-
113	-	-	-	-	-	-	-
220	7	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Tenant Restroom Replacement	Project #	MACIP0007
-	Previous Project #	403.512

<i>Summary Project Description:</i>
Demolition of the exiting restroom and the installation of a new tenant/public restrooms.

CIP Category: Marina Capital Improvements

Managing Department: Marina

Justification/Benefits: The tenant restrooms are now approaching 50 years old and are in need of replacement. New restrooms will better serve our Tenants and the public. Installation of 4- ADA uni-sex tenant restrooms with showers. 1 uni-sex public restroom. Portta-potty dump station. Laundry facilities, and a leasable second story.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	64	-	64
Land & Right of Way	-	-	-
Construction	685	-	685
Contingency	48	-	48
Total Expenditures	797	-	797

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
14	-	50	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	685	-	-	-	-	-
-	-	48	-	-	-	-	-
14	-	783	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
One Time Tax	14	-	14
Marina Rates	383	400	783
ARPA Funding	400	(400)	-
Total Funding	797	-	797
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
14	-	-	-	-	-	-	-
-	-	783	-	-	-	-	-
-	-	-	-	-	-	-	-
14	-	783	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Dock Electrical Replacements	Project #	MACIP0003
-	Previous Project #	403.452

Summary Project Description:
Install new shore power pedestals and distribution wiring on docks I,J,K and L.

CIP Category: Marina Capital Improvements

Managing Department: Marina

Justification/Benefits: The new electrical wiring will reduce the risk of fire as well as provide upgraded service to Marina tenants. These docks are 45 years old and still have the original shore power boxes and wiring. Most of the shore power boxes have been upgraded to 30 amps from the original 15 amp service to meet the demands of the new boats but the wiring has not been replaced with larger wire size to accommodate the increased demand.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	1	-	1
Land & Right of Way	-	-	-
Construction	240	-	240
Contingency	-	-	-
Total Expenditures	241	-	241

ANNUAL ALLOCATION							
Project to Date 12/31/23	Scheduled Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
1	-	-	-	-	-	-	-
-	60	60	60	60	-	-	-
-	-	-	-	-	-	-	-
1	60	60	60	60	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget
Marina Rates	241	-	241
Total Funding	241	-	241
Funding Shortfall/Excess	-	-	-

Project to Date 12/31/23	Scheduled Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
120	-	-	61	60	-	-	-
120	-	-	61	60	-	-	-

OPERATING IMPACT			
Operating Impact	6 Year Total		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

ANNUAL OPERATING IMPACT							
12/31/23	2024	2025	2026	2027	2028	2029	2030
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

CSR Roof Replacement	Project #	MACIP0008
- Previous Project #		-

Summary Project Description:
This CIP Project is to replace a City-owned building leased by CSR Boatyard. This building is now over 40+ years old and is leaking, and sluffing the roof coatings, causing difficulty for CSR to maintain their hard metal tate permits.

CIP Category: Marina Capital Improvements
Managing Department: Marina

Justification/Benefits: CRS leases a building from the Marina. CRS has been a tenant of the Marina for over 25 years. This building is owned by the Marina and is now over 40+ years old and in need of replacement. It is stuffing roof coatings and leaking inside the building. The stuffing of heavy metals is having impacts on the boatyard maintaining their state heavy metal discharge permits.

PROJECT SCOPE			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	-	-	-
Land & Right of Way	-	-	-
Construction	-	70	70
Contingency	-	-	-
Total Expenditures	-	70	70

ANNUAL ALLOCATION							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	70	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	70	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Marina Rates	-	34	34
Building Maintenance Fees	-	36	36
Total Funding	-	70	70
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	34	-	-	-	-	-
-	-	36	-	-	-	-	-
-	-	70	-	-	-	-	-

OPERATING IMPACT			
<i>Operating Impact</i>			<i>6 Year Total</i>
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

ANNUAL OPERATING IMPACT							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

All Purpose Building (APB)	Project #	MACIP0004
	Previous Project #	403.513

CIP Category: Marina Capital Improvements

Managing Department: Marina

Summary Project Description:
This project is to construct an all purpose building for multiple Marina uses.

Justification/Benefits: This project to create an all purpose building on the East side of the Marina Property and in the space of the current dry sheds. This building will be one that will accommodate Dry Stack for small boats that will be displaced from "wet" moorage. Along with this, house the Marina office/shop and create a multitude of opportunities for an added revenue stream for the Marina in retail/manufacturing space and offices, including space for a year round Farmers Market, and potential seasonal uses.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	50	-	50
Land & Right of Way	-	-	-
Construction	1,000	-	1,000
Contingency	-	-	-
Total Expenditures	1,050	-	1,050

ANNUAL ALLOCATION							
Project to Date 12/31/23	Scheduled Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
-	-	50	-	-	-	-	-
-	-	-	-	1,000	-	-	-
-	-	-	-	-	-	-	-
-	-	50	-	1,000	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget
Marina Rates	50	-	50
No Funding Source Identified	1,000	-	1,000
Total Funding	1,050	-	1,050
Funding Shortfall/Excess	-	-	-

Project to Date 12/31/23	Scheduled Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
-	-	50	-	-	-	-	-
-	-	-	-	1,000	-	-	-
-	-	50	-	1,000	-	-	-

OPERATING IMPACT			
Operating Impact	6 Year Total		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

ANNUAL OPERATING IMPACT							
12/31/23	2024	2025	2026	2027	2028	2029	2030
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

N. Fork McSorley Ck Diversion	Project #	SWCIP0010
Closing 2024	Previous Project #	451.836

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

Summary Project Description:
This project proposes to install a diversion structure on 20th Ave. S. between S. 244th Pl. and 245th Pl. From the diversion structure a new 24-in storm bypass pipe will be installed on the west side of 20th Avenue, turn west and follow the south side of 245th Pl and then to McSorley Creek. This project also includes pavement restoration, replacement of curb and gutter and minimal dredging of McSorley Creek and bank stabilization near the discharge point of the bypass pipe.

Justification/Benefits: When the Des Moines Trace Subdivision was developed in the early 1980's a segment of the north fork of McSorley Creek was relocated to a narrow rock lined channel within a 15-foot wide drainage easement along the north side of the subdivision (lots 14 through 25). Over time this channel has filled in with sediment and is overgrown with canary reed grass causing the channel to overtop and flood both the subdivision lots and the adjacent properties to the north. This project will provide a flow diversion whereby normal flows will continue into the creek section but high flows are bypassed to a lower point in the channel. As part of this project, the channel section across lots 17-25 will be dredged. This is a high-priority project (CIP-30) identified in the 2015 SWM Comprehensive Plan.

PROJECT SCOPE			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	170	-	170
Land & Right of Way	-	-	-
Construction	911	1	912
Contingency	35	(35)	-
Total Expenditures	1,116	(34)	1,082

ANNUAL ALLOCATION							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
12/31/23	2024	2025	2026	2027	2028	2029	2030
170	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
912	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
1,082	-	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	789	(34)	755
PSE Reimbursement	42	-	42
King County Flood Control District Grant	285	-	285
Total Funding	1,116	(34)	1,082
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
12/31/23	2024	2025	2026	2027	2028	2029	2030
755	-	-	-	-	-	-	-
42	-	-	-	-	-	-	-
285	-	-	-	-	-	-	-
1,082	-	-	-	-	-	-	-

OPERATING IMPACT			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

ANNUAL OPERATING IMPACT							
12/31/23	2024	2025	2026	2027	2028	2029	2030
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Barnes Crk/Kent-Des Moines Rd Culvert	Project #	SWCIP0001
Closing 2024	Previous Project #	451.804

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

Summary Project Description:
Project improvements will include the installation of 80 to 100 feet of 48-inch or 60-inch diameter culvert or possibly the construction of a box culvert, depending on the method of construction and current fisheries requirements. Due to the depth of culvert and the high traffic of Kent-Des Moines Road, use of boring or other trench-less technology will be explored. The dramatic elevation change from upstream to downstream and the need to moderate velocity for fish passage may require that a special energy dissipater and/or fish ladder be installed at the culvert outlet.

Justification/Benefits: This culvert replacement is needed to convey peak predicted flows without flooding Kent-Des Moines Road. At this point a new 42- to 48-inch reinforced concrete pipe culvert is planned to replace the existing undersized culvert. However, the new pipe size will need to be designed to meet current Hydraulic Code to allow both high- and low-flow fish passage. An energy dissipater will be included at the downstream end of the culvert (with a fish ladder). This project was identified in the Lower Massey Creek Basin Plan and Alternative Analysis. A culvert survey made in 2015 indicated the existing culvert is in poor condition.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	757	5	762
Land & Right of Way	-	-	-
Construction	1,776	-	1,776
Contingency	235	(5)	230
Total Expenditures	2,768	-	2,768

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
761	1	-	-	-	-	-	-
-	-	-	-	-	-	-	-
302	1,474	-	-	-	-	-	-
-	230	-	-	-	-	-	-
1,063	1,705	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	2,705	-	2,705
Storm Drain Hook Up Fees	63	-	63
Total Funding	2,768	-	2,768
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
1,000	1,705	-	-	-	-	-	-
63	-	-	-	-	-	-	-
1,063	1,705	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Deedene Plat Outfall Replacement	Project #	SWCIP0004
-	Previous Project #	451.828

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

Summary Project Description:
This project assumes the replacement of 300 linear feet of outfall pipe with outfall diffuser and dissipater pad, and installing 2 catch basins and 150 feet of 12-inch pipe with road restoration for redirecting flows from the west side of Marine View Drive to the east side of MVD to avoid the slide area.

Justification/Benefits: In 2016, following heavy rains and shoreline erosion from high tides and strong waves, a landslide occurred at the base of the ravine adjacent to Puget Sound at 260th Street damaging the 8-inch storm pipe that serves the Deedene Plat as well as a short segment of Marine View Drive. This project assumes a full replacement of the existing storm outfall plastic (PVC) pipe that is buried with a more flexible and durable high-density polyethylene (HDPE) that is more appropriate for a slide area and can be placed above ground and anchored in a manner that protects the pipe if the earth shifts.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	227	11	238
Land & Right of Way	-	-	-
Construction	156	46	202
Contingency	26	(1)	25
Total Expenditures	409	56	465

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
223	15	-	-	-	-	-	-
-	-	-	-	-	-	-	-
52	-	150	-	-	-	-	-
-	-	25	-	-	-	-	-
275	15	175	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	305	56	361
SWM Capital Fund Balance	104	-	104
Total Funding	409	56	465
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
170	16	175	-	-	-	-	-
104	-	-	-	-	-	-	-
274	16	175	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

24th Ave Pipeline Replacement/Upgrade	Project #	SWCIP0002
	Previous Project #	451.815

Summary Project Description:
Replacement of existing storm drainage system on 24th Avenue from S. 224th to S. 227th Street with approximately 1100 feet of 36-inch pipe and from S. 223rd to S. 224th with approximately 570 feet of 24-inch diameter pipe. This project will coincide with the 24th Avenue S. Improvement Project (Transportation).

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

Justification/Benefits: During major storms the drainage system along the east side of 24th Avenue between S. 226th and S.227th overflows to the pipe system on the west side. These overflows bypass the trunk system which conveys flows to the City Park detention facility and flood properties south of 227th south of Pacific Middle School. This project is recommended in the 1992 Massey Creek Basin Plan and is identified as Projects No. 5 and 23 of the 2015 Surface Water Comprehensive Plan.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	160	1	161
Land & Right of Way	-	-	-
Construction	1,169	-	1,169
Contingency	102	(1)	101
Total Expenditures	1,431	-	1,431

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
161	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
47	922	200	-	-	-	-	-
-	81	20	-	-	-	-	-
208	1,003	220	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	1,420	-	1,420
SWM Capital Fund Balance	11	-	11
Total Funding	1,431	-	1,431
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
197	1,003	220	-	-	-	-	-
11	-	-	-	-	-	-	-
208	1,003	220	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

KDM /16th Avenue A Pipe Replacement	Project #	SWCIP0016
Closing 2024	Previous Project #	451.843

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Replace approximately 300 feet of existing roadside ditch (east of 16th Avenue) along KDM Road with 24-inch storm pipe and connect to existing 18-inch culvert crossing KDM Rd at 16th Avenue. Install 50 feet new 24-inch storm drain southwest of KDM Road connecting to existing 18-inch culvert crossing and replace 350 feet of existing 24-inch corrugated metal pipe with larger 36-inch pipe downstream of the culvert crossing.

Justification/Benefits: During major storm events the capacity of the existing drainage system along Kent-Des Moines Road and the highway crossing will be exceeded causing runoff to overflow across KDM and flood the property downstream. In addition, the system on that property (located within a public drainage easement) that intercepts flows is also insufficiently sized and is prone to overtopping. This project proposes to replace the undersized pipes with 24-inch and 36-inch diameter pipes. This is a high-priority project (CIP-25A) listed in the 2015 SWM Comprehensive Plan and to be coordinated with projects CIP-4 and CIP-25B that would take a portion of the flows west to a new outfall pipe at Barnes Creek (rather than upsizing the 18-inch corrugated aluminum crossing below KDM Road.)

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	214	(22)	192
Land & Right of Way	-	-	-
Construction	696	(218)	478
Contingency	160	(125)	35
Total Expenditures	1,070	(365)	705

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
12/31/23	2024	2025	2026	2027	2028	2029	2030
161	31	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	478	-	-	-	-	-	-
-	35	-	-	-	-	-	-
161	544	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	870	(365)	505
King County Flood Grant (Secured)	200	-	200
Total Funding	1,070	(365)	705
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
12/31/23	2024	2025	2026	2027	2028	2029	2030
161	344	-	-	-	-	-	-
-	200	-	-	-	-	-	-
161	544	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

DMMD 208th to 212th Pipe Project	Project #	SWCIP0015
	Previous Project #	451.842

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Replace approximately 1500 feet of existing roadside ditch and corrugated metal pipe along the west side of Des Moines Memorial Drive from 208th Street to 212th Street. Includes installation of 14 manhole structures and minimal road restoration.

Justification/Benefits: The ditch and culvert system along the west side of Des Moines Memorial Drive is insufficient to convey a 25-year storm causing water to pool in the south bound lane of Des Moines Memorial Drive. This project proposes to replace the existing corrugated metal pipe and ditch system with approximately 1500 feet of new 18-inch pipe that would connect to the pipe replacement work made on Des Moines Memorial Drive in 2014. This project is a high priority project (CIP-18) listed in the 2015 SWM Comprehensive Plan.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	195	-	195
Land & Right of Way	-	-	-
Construction	704	1,046	1,750
Contingency	257	(97)	160
Total Expenditures	1,156	949	2,105

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
105	90	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	1,550	200	-	-	-	-	-
-	140	20	-	-	-	-	-
105	1,780	220	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	1,156	518	1,674
Highline Water District ILA	-	431	431
Total Funding	1,156	949	2,105
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
105	1,349	220	-	-	-	-	-
-	431	-	-	-	-	-	-
105	1,780	220	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Massey Creek Pocket Estuary and Fish Passage	Project #	SWCIP0025
	Previous Project #	451.853

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
This project will improve riparian vegetation, remove armoring and fill, increase nearshore habitat and enhance pocket estuaries and the stream mouth of Massey Creek. This will be accomplished by removing 300 feet of rock line stream bank and small jetty, replacing two long box culverts that are identified as fish barriers, and creating a pocket estuary at the new mouth of the creek.

Justification/Benefits: Over the last 20 years, the City of Des Moines has heavily invested funds in the Massey/Barnes Creek drainage basin by installing habitat, installing detention facilities and removing culverts. Removal of the two significant barriers at the mouth of Massey Creek would further the City's efforts to remove fish barriers throughout the drainage basin and reduce flooding impacts. Several grant applicants for barrier removal upstream of this project have not scored well due to this significant barrier issue at the mouth, so this is a high priority project that will cascade into other barrier and flooding projects in the basin.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	500	(130)	370
Land & Right of Way	-	-	-
Construction	1,500	(1,500)	-
Contingency	1,000	(1,000)	-
Total Expenditures	3,000	(2,630)	370

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
84	148	138	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
84	148	138	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	300	(295)	5
King County Flood Control Grant (Secured)	365	-	365
State of Washington Grants (Unsecured)	2,335	(2,335)	-
Total Funding	3,000	(2,630)	370
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
5	-	-	-	-	-	-	-
83	144	138	-	-	-	-	-
-	-	-	-	-	-	-	-
88	144	138	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Des Moines Creek Estuary Restoration	Project #	SWCIP0024
	Previous Project #	451.852

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

Summary Project Description:
Phase I of this project would remove 500 feet of rock armoring near the mouth of Des Moines Creek and along shoreline areas adjacent to Des Moines Beach Park in order to restore natural beach slopes and allow natural sediment beach feeding from the shoreline bluffs north of the park. The stream channel would be re-constructed for a length of 25 to 50 feet. The stream mouth area would be planted with riparian and marsh vegetation. Phase II includes the removal of 250 feet of rock armoring and potential removal of the concrete seawall leading from the south side of the creek mouth to the marina.

Justification/Benefits: This project will protect and improve riparian vegetation improve tributary access, protect/increase vegetated shallow nearshore habitat, and protect/enhance the pocket estuary and tributary stream mouth of Des Moines Creek. These benefits translate to more navigable waters for fish to get further upstream which will enhance the ecosystem as well as enhance the recreational experience of the Des Moines Beach Park & trails.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	501	365	866
Land & Right of Way	-	1	1
Construction	1,000	500	1,500
Contingency	620	380	1,000
Total Expenditures	2,121	1,246	3,367

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
68	183	265	350	-	-	-	-
1	-	-	-	-	-	-	-
-	-	-	-	1,500	-	-	-
-	-	-	-	1,000	-	-	-
69	183	265	350	2,500	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	201	-	201
King County Flood Reduction Grant (Secured)	250	250	500
King County CWM Grant (Unsecured)	250	75	325
State of Washington Grants (Unsecured)	1,420	921	2,341
Total Funding	2,121	1,246	3,367
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
2	-	15	25	159	-	-	-
68	182	250	-	-	-	-	-
-	-	-	325	-	-	-	-
-	-	-	-	2,341	-	-	-
70	182	265	350	2,500	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

216th PL/ Marine View Dr. Pipe Upgrade	Project #	SWCIP0021
- Previous Project #		451,848

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
This project proposes to upgrade the ditch along Des Moines Memorial Drive with 300 linear feet of new 18-inch diameter pipe and connecting to 170 linear feet of new larger 24-inch diameter storm system crossing the intersection of MVD (216th Place). The project also proposes to pipe the ditches on the west side of 6th Avenue connecting to the new pipe system on DMMD.

Justification/Benefits: Previous upgrades have occurred within the storm system downstream of the project and west of the project along 216th Place. This project proposes to upsize the 18-inch crossing at Marine View Drive to 24-inch as well as pipe the ditch along Des Moines Memorial Drive. Along the storm segment below MVD near the border of Normandy Park and Des Moines is a buried inaccessible structure that may become blocked with debris and cause backup and flooding of the intersection and overflow to areas of recent landslide activity. This project will be coordinated with the City of Normandy Park (cost share for the portion of project within Normandy Park not shown). This is a high-priority project (CIP-17) listed in the 2015 SWM Comprehensive Plan.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	124	(10)	114
Land & Right of Way	-	-	-
Construction	355	201	556
Contingency	105	(55)	50
Total Expenditures	584	136	720

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
63	51	-	-	-	-	-	-
-	-	-	-	-	-	-	-
1	455	100	-	-	-	-	-
-	40	10	-	-	-	-	-
64	546	110	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	584	136	720
Total Funding	584	136	720
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
64	546	110	-	-	-	-	-
64	546	110	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

1st Ave Pump Replacement	Project #	SWCIP0034
Closing 2024	Previous Project #	-

<i>Summary Project Description:</i>
Purchase and replacement of stromwater pumps at the 1st Ave S detention pond.

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

Justification/Benefits: The project will fund the replacement of two pumps that serve the 1st Ave S. Detention Pond. The pumps have reached or exceeded their expected maintenance life and are due to be replaced.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	-	23	23
Land & Right of Way	-	-	-
Construction	90	(4)	86
Contingency	10	(10)	-
Total Expenditures	100	9	109

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
17	6	-	-	-	-	-	-
-	-	-	-	-	-	-	-
47	39	-	-	-	-	-	-
-	-	-	-	-	-	-	-
64	45	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	100	9	109
Total Funding	100	9	109
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
61	48	-	-	-	-	-	-
61	48	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Pipe Repair and Replacement Project Program	Project #	SWCIP0033
-	Previous Project #	-

Summary Project Description:
Repair or replacement of existing pipes. Locations from year to year will depend on field condition and staff prioritization.

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

Justification/Benefits: Each year, various issues arise with the existing stormwater drainage infrastructure that require small repairs/replacements. These issues are then assessed and put on a prioritized list of locations that need to be repaired/replaced.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	156	5	161
Land & Right of Way	-	-	-
Construction	426	74	500
Contingency	180	(1)	179
Total Expenditures	762	78	840

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
1	4	26	26	26	26	26	26
-	-	-	-	-	-	-	-
26	-	75	79	80	80	80	80
-	-	29	30	30	30	30	30
27	4	130	135	136	136	136	136

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	762	78	840
Total Funding	762	78	840
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
26	4	131	135	136	136	136	136
26	4	131	135	136	136	136	136

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

6th Pl/287th Street Pipe Replacement	Project #	SWCIP0029
- Previous Project #		-

<i>Summary Project Description:</i>
This project will install approximately 1670 ft of 12" 15 catch basins and 4 storm drain manholes. Install new storm systems along NW side of 4th Pl S, long SE side of S 287th St, and NW side of 6th Pl S. Install flow splitter at intersection of 4th Pl S and S 287th St. Drainage easements may be required. Replace 12th CMP with new 12th SD and install diversion structure.

CIP Category: Surface Water Management
Managing Department: Plan, Build & PW Admin

Justification/Benefits: This is a high priority project (CIP-37) listed in the 2015 SWM Comprehensive Plan. This project will reduce/eliminate localized flooding, replace aging CMP pipe and improve drainage conditions for this system of pipe.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	170	105	275
Land & Right of Way	80	39	119
Construction	380	100	480
Contingency	94	(9)	85
Total Expenditures	724	235	959

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	275	-	-	-	-	-
-	-	119	-	-	-	-	-
-	-	-	480	-	-	-	-
-	-	20	65	-	-	-	-
-	-	414	545	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	724	(14)	710
Local Grants (Unsecured)	-	249	249
Total Funding	724	235	959
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	165	545	-	-	-	-
-	-	249	-	-	-	-	-
-	-	414	545	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

S. 200th St. Drainage Improvements	Project #	SWCIP0018
-	Previous Project #	451.844

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

Summary Project Description:
Stormwater improvements were installed at the intersection of 200th/DMMD in 2020 as part of the intersection upgrade. This project will include a stormwater facility and drainage within 200th Street that connects to the 2020 interesection improvements. This project will coincide with Transportation's Safe Routes to Schools project (S. 200th St. & 199th St. Improvements Segment 1).

Justification/Benefits: Stormwater is presently infiltrated via drywells at several locations along 200th Street. However, during major storms, these drywells are often overwhelmed causing water to pool up within the roadway impacting traffic and access to the two schools. This project will extend the recently installed 200th/DMMD stormwater improvements to these drywell areas thereby eliminating the local flooding. A stormwater facility, likely an infiltration/treatment vault is needed to match the infiltration rates/capacity of the existing drywells with the overflows being discharged to the downstream conveyance system.

PROJECT SCOPE			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	-	-	-
Land & Right of Way	-	-	-
Construction	500	-	500
Contingency	-	-	-
Total Expenditures	500	-	500

ANNUAL ALLOCATION							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	250	250	-	-	-	-
-	-	-	-	-	-	-	-
-	-	250	250	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	500	-	500
Total Funding	500	-	500
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	250	250	-	-	-	-
-	-	250	250	-	-	-	-

OPERATING IMPACT			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

ANNUAL OPERATING IMPACT							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

MVD Pond Retrofit	Project #	SWCIP0035
-	Previous Project #	-

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
This project proposes adding a water quality component to the existing vintage stormwater pond at 22741 Marine View Dr. S. Water quality treatment is a priority at this location as it is adjacent to its receiving water and does not have space to increase its footprint for flow control. Therefore, the retrofit proposes to provide enhanced stormwater treatment using a large at grade custom sized proprietary water quality treatment system or by retrofitting the pond into a stormwater wetland.

Justification/Benefits: Project has been outlined in the 2023 Stormwater Management Action plan as a short-term retrofit project.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	150	-	150
Land & Right of Way	-	-	-
Construction	546	-	546
Contingency	165	-	165
Total Expenditures	861	-	861

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	150	-	-	-	-	-
-	-	-	546	-	-	-	-
-	-	22	143	-	-	-	-
-	-	172	689	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
State of Washington Grants (Unsecured)	861	-	861
Total Funding	861	-	861
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	172	689	-	-	-	-
-	-	172	689	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

5th Ave/212th Street Pipe Upgrade	Project #	SWCIP0020
-	Previous Project #	451.847

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
Replacement of approximately 2,630 feet of cmp pipe with new 1,700 feet of 12-inch pipe and 930 feet of 18-inch pipe in the North Hill area in the vicinity of 212th Street and 5th Avenue South.

Justification/Benefits: This project will replace over 2,000 feet of aged corrugated metal pipe and upgrade over 900 feet of pipe to 18-inch pipe that has inadequate capacity during major storms. During two major storm events in 2013 and 2014, the pipe system overflowed creating significant erosion near the stairway at 212th Street and Des Moines Memorial Drive. The project will connect to the DMMD pipe upgrade installed in 2014. This project is identified as a high-priority project (CIP-16) in the 2015 Stormwater Comprehensive Plan.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	379	-	379
Land & Right of Way	-	-	-
Construction	1,090	-	1,090
Contingency	319	-	319
Total Expenditures	1,788	-	1,788

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	379	-	-	-	-
-	-	-	-	1,090	-	-	-
-	-	-	78	241	-	-	-
-	-	-	457	1,331	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	1,788	-	1,788
Total Funding	1,788	-	1,788
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	457	1,331	-	-	-
-	-	-	457	1,331	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>			<i>6 Year Total</i>
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

13th Ave S Bioswale Retrofit	Project #	SWCIP0036
-	Previous Project #	-

Summary Project Description:
This project will retrofit an existing vintage stormwater biofiltration swale, expanding the width and length to provide current level basic treatment of the 7.1 acres before discharging into Barnes Creek. The footprint of the existing swale will be increased and bioretention soil mix will be amended to increase treatment capacity. Flow spreaders will likely be used at the inlet and along the length of the swale to dissipate energy and evenly distribute flow along the bottom of the swale. a flow splitter will be added upstream of the facility at S. 224th St.

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

Justification/Benefits: Project has been outlined in the 2023 Stormwater Management Action plan as a short-term retrofit project.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	-	39	39
Land & Right of Way	-	-	-
Construction	175	(39)	136
Contingency	40	-	40
Total Expenditures	215	-	215

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	39	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	136	-	-	-
-	-	-	5	35	-	-	-
-	-	-	44	171	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
State of Washington Grant (Unsecured)	215	-	215
Total Funding	215	-	215
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	44	171	-	-	-
-	-	-	44	171	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>			<i>6 Year Total</i>
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Service Center Material Storage Improvments	Project #	SWCIP0019
-	Previous Project #	451.845

Summary Project Description:
Construct covered material storage bins with associated drainage facilities. Surface Water Management will be contributing 25% of the overall cost.

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

Justification/Benefits: The Department of Ecology has required the material storage areas in the service center to be covered as an element of the City's NPDES permit.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	10	-	10
Land & Right of Way	-	-	-
Construction	90	-	90
Contingency	-	-	-
Total Expenditures	100	-	100

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	10	-	-	-
-	-	-	-	90	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	100	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	100	-	100
Total Funding	100	-	100
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	100	-	-	-
-	-	-	-	100	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

KDM/16th Ave B Pipe Project	Project #	SWCIP0032
-	Previous Project #	-

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

Summary Project Description:
Install a new stormwater conveyance system on west side of 16th Ave S consisting of approximately 1220 ft of 12" pipe and 6 catch basins. Replace the existing ditch along the north side of S Kent-Des Moines Rd (KDM) with approximately 935 ft of 36" pipe and 9 storm drain manholes. The new 16th Ave S storm conveyance will connect to the new 36" pipe to the existing storm system at KDM. The 36" storm system will outfall to Barnes Creek.

Justification/Benefits: This is a high priority project (CIP-25B) listed in the 2015 SWM Comprehensive Plan and will coordinated with projects CIP-4 and CIP-25A. This project will reduce localized flooding and replace ditch-line with piped conveyance to make maintenance easier along a principal arterial roadway.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	356	50	406
Land & Right of Way	-	-	-
Construction	1,036	150	1,186
Contingency	349	-	349
Total Expenditures	1,741	200	1,941

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	406	-	-
-	-	-	-	-	-	1,186	-
-	-	-	-	-	89	260	-
-	-	-	-	-	495	1,446	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	1,741	200	1,941
Total Funding	1,741	200	1,941
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	495	1,446	-
-	-	-	-	-	495	1,446	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

232nd St (10th to 14th) Pipe Project	Project #	SWCIP0030
- Previous Project #	Previous Project #	-

Summary Project Description:
Install new stormwater conveyance system along north side of S 232nd St and east side of 10th Ave S consisting of approximately 500 ft of 12" pipe, 1270 ft of 18" pipe, 2 catch basins, and 9 storm drain manholes. The conveyance system will outfall to Barnes Creek at the intersection of 10th Ave and S Kent Des Moines Road.

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

Justification/Benefits: This is a high priority project (CIP-26) listed in the 2015 SWM Comprehensive Plan. This project will replace ditch lines with piped conveyance and replace aging CMP pipe.

<i>PROJECT SCOPE</i>				<i>ANNUAL ALLOCATION</i>							
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>	<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
Design	266	-	266	-	-	-	-	-	266	-	-
Land & Right of Way	-	-	-	-	-	-	-	-	-	-	-
Construction	772	-	772	-	-	-	-	-	-	772	-
Contingency	259	-	259	-	-	-	-	-	66	193	-
Total Expenditures	1,297	-	1,297	-	-	-	-	-	332	965	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>	<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
Surface Water Utility	1,297	-	1,297	-	-	-	-	-	332	965	-
Total Funding	1,297	-	1,297	-	-	-	-	-	332	965	-
Funding Shortfall/Excess	-	-	-	-	-	-	-	-	-	-	-

<i>OPERATING IMPACT</i>				<i>ANNUAL OPERATING IMPACT</i>							
<i>Operating Impact</i>	<i>6 Year Total</i>			<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
Revenue	-	-	-	-	-	-	-	-	-	-	-
Expenses	-	-	-	-	-	-	-	-	-	-	-
Net Impact	-	-	-	-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

258th St (13th Pl to 16th Ave) Pipe Project	Project #	SWCIP0031
-	Previous Project #	-

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

Summary Project Description:
Replace roadside ditches along S side of S 258th St with approximately 960 ft of 18-inch storm pipe and 6 storm drain manholes. New storm system leaves roadway just east of 14th Ln S and extends through private property. Pipe ends at new CB installed on W side of 16th Ave S. Drainage easements may be required for up to 12 properties (depending on pipe alignment).

Justification/Benefits: This is a high priority project (CIP-34) listed in the 2015 SWM Comprehensive Plan. This project will separate public drainage infrastructure from private property, and remove ditch lines in a difficult maintenance area.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	122	-	122
Land & Right of Way	64	-	64
Construction	165	-	165
Contingency	115	-	115
Total Expenditures	466	-	466

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	122	-	-
-	-	-	-	-	64	-	-
-	-	-	-	-	-	165	-
-	-	-	-	-	73	42	-
-	-	-	-	-	259	207	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	466	-	466
Total Funding	466	-	466
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	259	207	-
-	-	-	-	-	259	207	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>								
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>	
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

S 234th PI Pipe Project	Project #	SWCIP0026
	Previous Project #	451.854

Summary Project Description:
This project will include installing stormwater improvements along S 234th PI and connecting them to the existing system.

CIP Category: Surface Water Management

Managing Department: Plan, Build & PW Admin

Justification/Benefits: Presently, no drainage is located near the intersection of S 234th PI & 12th Ave S. During rain events, water will runoff through the backyards down the hill on the 233rd block of 12th Ave S causing flooding issues on several properties. This project will collect that water to alleviate future flooding.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	5	-	5
Land & Right of Way	-	-	-
Construction	59	-	59
Contingency	5	-	5
Total Expenditures	69	-	69

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	5	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	59	-	-
-	-	-	-	-	5	-	-
-	-	-	-	-	69	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Surface Water Utility	69	-	69
Total Funding	69	-	69
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	69	-	-
-	-	-	-	-	69	-	-
-	-	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Court Security Improvements	Project #	BDCIP0001
Closing 2024	Previous Project #	506.710

CIP Category: Building Facility Project
Managing Department: Plan, Build & PW Admin

<i>Summary Project Description:</i>
GR 36 Court Security Improvements

Justification/Benefits: Improvements need to be made to comply with the Washington State Supreme Court Order.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	36	(17)	19
Land & Right of Way	-	-	-
Construction	192	(135)	57
Contingency	12	(12)	-
Total Expenditures	240	(164)	76

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
19	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
57	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
76	-	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
REET 1	64	(30)	34
General Fund Transfer	176	(134)	42
Total Funding	240	(164)	76
Funding Shortfall/Excess	-	-	-

<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
34	-	-	-	-	-	-	-
176	(134)	-	-	-	-	-	-
210	(134)	-	-	-	-	-	-

<i>OPERATING IMPACT</i>		
<i>Operating Impact</i>		<i>6 Year Total</i>
Revenue	-	-
Expenses	-	-
Net Impact	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Building Access System	Project #	BDCIP0003
Closing 2024	Previous Project #	506.712

CIP Category: Building Facility Project

Managing Department: IT

<i>Summary Project Description:</i>
Expand electronic building access system to include the engineering building and the public works service center. Add city hall court lobby entrance doors and council chamber doors are to be determined.

Justification/Benefits: Expanding the electronic system to all building will allow for better access control to buildings and negate the need for issuing keys to staff. It will also give us the capability of locking down building access in the event of an emergency.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	-	-	-
Land & Right of Way	-	-	-
Construction	34	20	54
Contingency	-	-	-
Total Expenditures	34	20	54

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
54	-	-	-	-	-	-	-
54	-	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Facility Repair & Replace Fund Transfer	34	20	54
Total Funding	34	20	54
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
54	-	-	-	-	-	-	-
54	-	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Police Security Improvements	Project #	BDCIP0002
Closing 2024	Previous Project #	506.711

CIP Category: Building Facility Project

Managing Department: Plan, Build, & PW Admin

Justification/Benefits: Improvements need to be made to enhance the lobby security.

<i>Summary Project Description:</i>
Police Services Center Lobby Improvements

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	11	-	11
Land & Right of Way	-	-	-
Construction	172	(141)	31
Contingency	-	-	-
Total Expenditures	183	(141)	42

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
11	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
31	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
42	-	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
REET 1	45	(21)	24
General Fund Transfer	138	(120)	18
Total Funding	183	(141)	42
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
24	-	-	-	-	-	-	-
138	(120)	-	-	-	-	-	-
162	(120)	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Founders' Lodge Improvements	Project #	BDCIP0004
- Previous Project #		506.714

<i>Summary Project Description:</i>
Repair siding and paint the outside of the Founders' Lodge, replace roof, and interior improvements.

CIP Category: Building Facility Project
Managing Department: Plan, Build & PW Admin

Justification/Benefits: The Founders' Lodge is a revenue producing city rental facility. The exterior paint is deteriorating due to the moist environment that causes moss and algae to grow on the siding and trim. Its current poorly maintained condition is not aesthetically appealing for users.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	57	-	57
Land & Right of Way	-	-	-
Construction	620	-	620
Contingency	45	-	45
Total Expenditures	722	-	722

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
17	40	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	88	532	-	-	-	-	-
-	-	45	-	-	-	-	-
17	128	577	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
REET 1	722	-	722
Total Funding	722	-	722
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
17	128	577	-	-	-	-	-
17	128	577	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

City Hall Suite D Security Improvements	Project #	BDCIP0016
Closing 2024	Previous Project #	-

<i>Summary Project Description:</i>
Implement security improvements to Suite D to allow primary public entry into City Hall to include a formal reception area, reinforced partitions, security doors, security glass, and new electrical.

CIP Category: Building Facility Project
Managing Department: Plan, Build & PW Admin

Justification/Benefits: Implement a secure public entry to City Hall for accessing services.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	11	-	11
Land & Right of Way	-	-	-
Construction	-	-	-
Contingency	-	-	-
Total Expenditures	11	-	11

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
11	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
11	-	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
One Time Tax	11	-	11
Total Funding	11	-	11
Funding Shortfall/Excess	-	-	-

<i>Project to Date 12/31/23</i>	<i>Scheduled Year 2024</i>	<i>Plan Year 2025</i>	<i>Plan Year 2026</i>	<i>Plan Year 2027</i>	<i>Plan Year 2028</i>	<i>Plan Year 2029</i>	<i>Plan Year 2030</i>
11	-	-	-	-	-	-	-
11	-	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Jan 2024 Activity Center Damage Repair	Project #	EMEVT0001
-	Previous Project #	-

Summary Project Description:
Repair of damage from Activity Center pipe rupture, due to January 2024 winter storm. Repairs are partially FEMA funded, and partially covered by insurance.

CIP Category: Building Facility Project
Managing Department: Plan, Build & PW Admin

Justification/Benefits: Repairs required for operation of Activity Center.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	-	-	-
Land & Right of Way	-	-	-
Construction	-	219	219
Contingency	-	-	-
Total Expenditures	-	219	219

ANNUAL ALLOCATION							
Project to Date	Scheduled Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year
12/31/23	2024	2025	2026	2027	2028	2029	2030
-	-	-	-	-	-	-	-
-	219	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	219	-	-	-	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget
No Funding Source Identified	-	25	25
Insurance Payout	-	169	169
FEMA Reimbursement	-	25	25
Total Funding	-	219	219
Funding Shortfall/Excess	-	-	-

Project to Date	Scheduled Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year	Plan Year
12/31/23	2024	2025	2026	2027	2028	2029	2030
-	25	-	-	-	-	-	-
-	169	-	-	-	-	-	-
-	25	-	-	-	-	-	-
-	219	-	-	-	-	-	-

OPERATING IMPACT			
Operating Impact			6 Year Total
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

ANNUAL OPERATING IMPACT							
12/31/23	2024	2025	2026	2027	2028	2029	2030
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

PW Service Center and PD Vehicle Gate Repairs	Project #	BDCIP0010
Closing 2024	Previous Project #	506.720

<i>Summary Project Description:</i>
Public Works and Police vehicle yard gate repairs and upgrades.

CIP Category: Building Facility Project
Managing Department: Plan, Build & PW Admin

Justification/Benefits: Existing vehicle gates are reaching expected service life and require repair and upgrades.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	-	-	-
Land & Right of Way	-	-	-
Construction	60	-	60
Contingency	-	-	-
Total Expenditures	60	-	60

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	60	-	-	-	-	-	-
-	60	-	-	-	-	-	-
-	60	-	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Facility Repair & Replace Fund Transfer	60	-	60
Total Funding	60	-	60
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	60	-	-	-	-	-	-
-	60	-	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Citywide Mechanical & HVAC Equipment and Roofing Replacements

Project # BDCIP0017

- Previous Project # -

CIP Category: Building Facility Project

Managing Department: Plan, Build & PW Admin

Summary Project Description:

Replacement of the Mechanical and HVAC Equipment at various City buildings. Most of our systems operate on discontinued refrigerant. We can't just switch refrigerants if we have a leak, and continue operating the same equipment - we must replace the equipment, and operate on a currently available refrigerant. Most of our HVAC systems are at or near the end of their useful service lives. The majority of our City buildings have roofing that needs replacement or recovering. We need to plan for these major replacements/repairs now.

Justification/Benefits: The current Mechanical and HVAC Equipment, along with the roofing systems are requiring increased maintenance due to the age of the components. The combined costs of these items exceed thetypical maintenance thresholds on an annual basis.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	-	-	-
Land & Right of Way	-	-	-
Construction	-	-	-
Contingency	300	50	350
Total Expenditures	300	50	350

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	50	50	50	50	50	50	50
-	50	50	50	50	50	50	50

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
REET 1	300	50	350
Total Funding	300	50	350
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	50	50	50	50	50	50	50
-	50	50	50	50	50	50	50

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

City Fiber Loop Completion	Project #	BDCIP0018
- Previous Project #		-

<i>Summary Project Description:</i>
Completion of the City's fiber loop to provide operational functionality during accidental damages. Install new underground fiber from the SE corner of MVD/227th intersection to the existing fiber vault located in the south Marina parking lot.

CIP Category: Technology Projects
Managing Department: Plan, Build & PW Admin

Justification/Benefits: The completion of this loop will prevent inadvertent, unexpected outages; and provide for reliable system redundancy.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	-	50	50
Land & Right of Way	-	-	-
Construction	-	1,175	1,175
Contingency	-	25	25
Total Expenditures	-	1,250	1,250

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	50	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	1,175	-	-	-	-	-
-	-	25	-	-	-	-	-
-	-	1,250	-	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Facility Repair & Replace Fund Transfer	-	1,250	1,250
Total Funding	-	1,250	1,250
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	1,250	-	-	-	-	-
-	-	1,250	-	-	-	-	-

<i>OPERATING IMPACT</i>			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Service Center Fueling Station Canopy & Fuel Tank Replacement

Project # BDCIP0013

Previous Project # 506.723

CIP Category: Building Facility Project

Managing Department: Plan, Build & PW Admin

Summary Project Description:

Construct canopy cover, concrete runnel improvements at service center fueling station, and fuel tank replacements.

Justification/Benefits: The Department of Ecology has required that the fueling station at the service center be covered as an element of the City's NPDES permit.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	220	11	231
Land & Right of Way	-	-	-
Construction	1,100	55	1,155
Contingency	110	6	116
Total Expenditures	1,430	72	1,502

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	231	-	-	-	-	-
-	-	-	1,155	-	-	-	-
-	-	-	116	-	-	-	-
-	-	231	1,271	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
One Time Tax	110	5	115
Facility Repair & Replace Fund Transfer	1,320	67	1,387
Total Funding	1,430	72	1,502
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	115	-	-	-	-	-
-	-	116	1,271	-	-	-	-
-	-	231	1,271	-	-	-	-

<i>OPERATING IMPACT</i>		
<i>Operating Impact</i>		<i>6 Year Total</i>
Revenue	-	-
Expenses	-	-
Net Impact	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

LED Exterior Lighting	Project #	BDCIP0007
- Previous Project #		506.716

<i>Summary Project Description:</i>
Activity Center, PW Service Center, City Hall, PW Engineering, Police, SJU.

CIP Category: Building Facility Project
Managing Department: Plan, Build & PW Admin

Justification/Benefits: This is both a maintenance and energy savings measure as well as a vandalism deterrent.

<i>PROJECT SCOPE</i>			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	10	1	11
Land & Right of Way	-	-	-
Construction	66	2	68
Contingency	5	1	6
Total Expenditures	81	4	85

<i>ANNUAL ALLOCATION</i>							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	11	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	68	-	-	-	-
-	-	-	6	-	-	-	-
-	-	-	85	-	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Facility Repair & Replace Fund Transfer	81	4	85
Total Funding	81	4	85
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	85	-	-	-	-
-	-	-	85	-	-	-	-

<i>OPERATING IMPACT</i>		
<i>Operating Impact</i>	<i>6 Year Total</i>	
Revenue	-	-
Expenses	-	-
Net Impact	-	-

<i>ANNUAL OPERATING IMPACT</i>							
<i>12/31/23</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030</i>
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

Service Center Material Storage Improvements	Project #	BDCIP0012
	Previous Project #	506.722

CIP Category: Building Facility Project

Managing Department: Plan, Build & PW Admin

Summary Project Description:
Construct covered material storage bins with associated drainage facilities.

Justification/Benefits: The Department of Ecology has required the material storage areas in the service center to be covered as an element of the City's NPDES permit.

PROJECT SCOPE			
Expenditures	Current Budget	Requested Change	Total Budget
Design	40	-	40
Land & Right of Way	-	-	-
Construction	360	-	360
Contingency	-	-	-
Total Expenditures	400	-	400

ANNUAL ALLOCATION							
Project to Date 12/31/23	Scheduled Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
-	-	-	-	40	-	-	-
-	-	-	-	360	-	-	-
-	-	-	-	400	-	-	-

Funding Sources	Current Budget	Requested Change	Total Budget
Surface Water Utility - Project 451.845 Cost Reimbursement	100	-	100
Facility Repair & Replace Fund Transfer	100	-	100
One Time Tax	200	-	200
Total Funding	400	-	400
Funding Shortfall/Excess	-	-	-

Project to Date 12/31/23	Scheduled Year 2024	Plan Year 2025	Plan Year 2026	Plan Year 2027	Plan Year 2028	Plan Year 2029	Plan Year 2030
-	-	-	-	100	-	-	-
-	-	-	-	100	-	-	-
-	-	-	-	200	-	-	-
-	-	-	-	400	-	-	-

OPERATING IMPACT			
Operating Impact	6 Year Total		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

ANNUAL OPERATING IMPACT							
12/31/23	2024	2025	2026	2027	2028	2029	2030
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

**CITY OF DES MOINES
2025-2030 CAPITAL IMPROVEMENT PLAN
(Amount in Thousands)**

City Hall Canopy Repairs	Project #	BDCIP0011
- Previous Project #		506.721

<i>Summary Project Description:</i>
Repair the structural timbers and steel beams to prevent further deterioration while maintaining the same aesthetic look of the walkway.

CIP Category: Building Facility Project
Managing Department: Plan, Build & PW Admin

Justification/Benefits: The existing walkway canopy has structural defects in the wooden timbers.

PROJECT SCOPE			
<i>Expenditures</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Design	23	1	24
Land & Right of Way	-	-	-
Construction	58	2	60
Contingency	6	1	7
Total Expenditures	87	4	91

ANNUAL ALLOCATION							
<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
12/31/23	2024	2025	2026	2027	2028	2029	2030
-	-	-	-	24	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	60	-	-	-
-	-	-	-	7	-	-	-
-	-	-	-	91	-	-	-

<i>Funding Sources</i>	<i>Current Budget</i>	<i>Requested Change</i>	<i>Total Budget</i>
Facility Repair & Replace Fund Transfer	87	4	91
Total Funding	87	4	91
Funding Shortfall/Excess	-	-	-

<i>Project to Date</i>	<i>Scheduled Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>	<i>Plan Year</i>
12/31/23	2024	2025	2026	2027	2028	2029	2030
-	-	-	-	91	-	-	-
-	-	-	-	91	-	-	-

OPERATING IMPACT			
<i>Operating Impact</i>	<i>6 Year Total</i>		
Revenue	-	-	-
Expenses	-	-	-
Net Impact	-	-	-

ANNUAL OPERATING IMPACT							
12/31/23	2024	2025	2026	2027	2028	2029	2030
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

GLOSSARY OF TERMS

ADA: Acronym for “Americans with Disabilities Act.”

ARRA: Acronym for “American Recovery and Reinvestment Act” or commonly referred to as *The Stimulus* or *The Recovery Act*

ASARCO: Acronym for “American Smelting and Refining Company.”

ASE: Acronym for “Automated Speed Enforcement” Program, which addresses traffic safety in school zones: 1) Woodmont Elementary School (16th Avenue South); and 2) Midway Elementary School and Pacific Middle School (24th Avenue South).

BFP: Boating Facilities Program state grant, administered by the Washington State Recreation and Conservation Office (RCO).

BRAC: Acronym for “Bridge Replacement Advisory Committee,” which advises WSDOT’s Highways and Local Programs (H&LP) Director to help inform the selection of bridge projects for funding from WSDOT’s Highway Bridge Program (HBP).

CDBG: Acronym for “Community Development Block Grant.”

CIP: Acronym for “Capital Improvement Plan.”

CMAQ: Acronym for “Congestion Mitigation and Air Quality.”

CTED: Acronym for “Community, Trade and Economic Development.”

Capital Expenditure: An expenditure which leads to the acquisition of a physical asset with a cost between \$5,000 and \$25,000 and a useful life of at least one year. Such expenditures are charged through an individual department’s operating budget and do not include those provided for in the Capital Improvement Plan project budget.

Capital Facility: A structure, improvement, piece of equipment or other major asset, including land, which has a useful life of at least five years. Capital facilities are provided by or for public purposes and services.

Capital Improvement: A project to create, expand, or modify a capital facility. The project may include design, permitting, environmental analysis, land acquisition, construction, landscaping, site improvements, initial furnishings and equipment and studies related to need and implementation. The project cost must exceed \$25,000 and have a useful life of five years.

Capital Improvement Plan: An approach or technique for identifying and forecasting capital outlay decisions that a government expects to make over a six year period.

Capital Outlay: Expenditures that result in the acquisition of or addition to capital assets.

Capital Project: The largely one-time cost for acquisition, construction, improvement, replacement or renovation of land structures and improvements thereon.

Comprehensive Plan: A method to utilize and strengthen the existing role, processes, and powers of local governments to establish and implement comprehensive planning programs which guide and control future development.

Contingency: A budgetary reserve set aside for emergency or unanticipated expenditures.

DMLF: **Acronym for** "Des Moines Legacy Foundation."

DMMD: **Acronym for** "Des Moines Memorial Drive."

Debt: An obligation resulting from the borrowing

Debt Service: The payment of principal and interest on borrowed funds and required contributions to accumulate monies for future retirement of bonds.

Debt Reserve: Monies restricted for the payment of principal and interest on outstanding bonds, usually based on the average annual debt service due on the outstanding bonds. A bond covenant that provides additional security for bond holders.

DOE: Acronym for "Department of Ecology."

EDA: Acronym for "Economic Development Administration."

EECBG: Acronym for "Energy Efficiency and Conservation Block Grant Program" which provides funds used for energy efficiency and conservation programs and projects community wide, as well as renewable energy installations on government buildings.

Expenditure/Expense: This term refers to the outflow of funds paid for an asset obtained or goods and services obtained.

FEMA: Acronym for "Federal Emergency Management Agency."

FHWA: Acronym for "Federal Highway Administration."

Fund: A fiscal/accounting entity that is established to accomplish specific objectives and carry out specific activities. The operation of each fund is accounted for by providing a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues and expenditures.

Fund Balance: Fund equity that reflects the accumulated excess of revenues and other financing sources over expenditures and other uses.

General Fund: The General Fund accounts for all revenues and expenditures not required to be accounted for in another fund. As is usual in state and local governments, it is the largest and most important accounting entity of the City.

General Governmental: The term describes funding and programs related to activities such as public safety, parks, transportation, and public health. Revenues to support such activities are generated primarily from taxes and user fees.

General Obligation Bonds: Bonds that finance a variety of public projects that are backed by the full faith and credit of the issuing government.

GIS: Acronym for “Geographical Information System.”

GO: Acronym for “General Obligation” Bonds.

Grant: A contribution by Federal, State, and other jurisdiction or organization to support a particular function.

HES: Acronym for “Hazard Elimination Safety.”

HOV: Acronym for “High Occupancy Vehicle.”

HSPF: Acronym for “Hydrological Simulation Program – Fortran.”

HVAC: Acronym for “Heating, Ventilating, and Air Conditioning.”

IAC: Acronym for Washington State Interagency Committee for Outdoor Recreation. This agency now is called Recreation and Conservation Office (RCO).

ILA: Acronym for “Interlocal Agreement”.

Impact Fees: A payment of money imposed by the City upon development activity as a condition of issuance of a building permit to pay for public facilities needed to serve new growth and development, and to mitigate the impacts of the development activity on the existing public facilities.

Infrastructure: The physical assets of a government (e.g., streets, bridges, water, sewer, storm systems, public buildings, parks, etc.).

In-Lieu: A payment alternative for funding capital expenditures.

Interfund Transfer: The movement of monies between funds of the same government entity.

ISTEA: Acronym for “Intermodal Surface Transportation Efficiency Act of 1991”.

KDM: Acronym for “Kent Des Moines” Road.

Level of Service: A quantifiable measure of the amount of public facility that is provided. Typically, measure of levels of service are expressed as ratios of facility capacity to demand.

LID: A Local Improvement District, or special assessments made against certain properties to defray part or all of the cost of a specific improvement or service deemed to primarily benefit those properties.

MCI: Acronym for “Municipal Capital Improvement” Fund.”

Ordinance: A formal legislative enactment by the governing body of a municipality. If it is not in conflict with any higher form of law, such as a state statute or constitutional provision, it has the full force and effect of law within the boundaries of the municipality to which it applies.

POS: Acronym for “Port of Seattle.”

PSE: Acronym for “Puget Sound Energy.”

Pac Hwy: Pacific Highway South.

Park In-Lieu Fees: A voluntary payment of money from a subdivision or multi-family development as an alternative to providing open space or park land for recreation purposes.

Pay-As-You-Go Basis: A term used to describe the financial policy of a government that finances all of its capital outlays from current revenues rather than borrowing. A government that pays for some improvements from current expenses and by borrowing is said to be on a modified pay-as-you-go basis.

Program: A distinct function of city government provided to the public or a function providing support to the direct services of other city departments.

Proprietary: The term describes funding and programs related to government owned public facilities that serve the public such as water, sewer, and surface water utilities, or recreation facilities such as marinas. Revenues to support such activities are generated primarily from user rates.

Public Facilities: Streets, roads, highways, bridges, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, and parks and recreational facilities, including the necessary ancillary and support facilities under the ownership of the City of Des Moines or other government entity.

Public Services: Fire protection and suppression, law enforcement, public health, education, recreation, environmental protections, and other governmental services.

PWTF Loan: Acronym for “Public Works Trust Fund Loan”.

RAB: Acronym for “Round-a-bout.”

RCO: The Washington State Recreation and Conservation Office (formerly the Office of the Interagency Committee, also known as IAC).

REET: Acronym for “Real Estate Excise Tax”.

ROW: Right-of-Way

RSE: Redondo Speed Enforcement

Resolution: A special or temporary order of a legislative body; an order of a legislative body requiring less legal formality than an ordinance or statute.

Revenue: Money that flows into the local government. It is recurring if it is received on a consistent basis (e.g., sales taxes and property taxes) and nonrecurring if it is received irregularly (e.g., federal and state grants).

Revenue Bonds: Revenue bonds are used for such public projects that will generate revenue producing facilities. Unlike general obligation bonds, revenue bonds are not backed by the full financial resources of the jurisdiction. Instead, security is offered by pledging revenues generated from the new facility.

SJUM: Acronym for “Steven J. Underwood Memorial” Park.

SRTS: Acronym for “Safe Routes to School.”

STP: Acronym for “Surface Transportation Program.”

SWM: Acronym for “Surface Water Management” Fund.”

Tax: Compulsory charge levied by a government to finance services performed for the common benefit.

TEA21: Acronym for “Transportation Equity Act for the 21st Century.”

TIA: Acronym for “Transportation Improvement Account.”

TIB: Acronym for “Transportation Improvement Board,” an independent state agency that makes and manages street construction and maintenance grants throughout Washington State.

TPP: Acronym for “Transportation Partnership Program.”

User Fee: The payment of a fee for a direct receipt of a public service by the party benefiting from the service.

WRIA: Acronym for “Water Resource Inventory Area.”

WSDOT: Acronym for “Washington State Department of Transportation.”



2025-2030 Capital Improvements Plan (CIP) Summary

Jeff Friend, Finance Director

2025 – 2030 CIP Overview (In Thousands)

Project Categories	# Of Projects	2023 & Prior	2024	2025	2026	2027	2028	2029	2030	Total Costs
Transportation Projects	20	\$ 9,323	\$ 14,594	\$ 10,129	\$ 8,320	\$ 2,110	\$ 8,249	\$ 4,738	\$ 12,245	\$ 69,708
Municipal Capital Improvements	22	22,808	6,510	15,558	3,973	2,666	887	-	-	52,402
Marina Capital Improvements	7	1,360	482	14,692	60	1,060	-	-	-	17,654
Surface Water Management Capital	21	3,202	5,973	2,094	2,470	4,238	1,291	2,754	136	22,158
Building Facility Projects	13	200	457	2,108	1,406	541	50	50	50	4,862
Total	83	\$ 36,893	\$ 28,016	\$ 44,581	\$ 16,229	\$ 10,615	\$ 10,477	\$ 7,542	\$ 12,431	\$ 166,784

Funding Overview

(in Thousands)

	2023 & Prior	2024	2025-2030	Total Capital Budget
Funding Sources				
Non-Capital Funds	\$ 3,458	\$ 1,239	\$ 5,467	\$ 10,164
Franchise Fees	3,453	550	3,300	7,303
Transportation Benefit District Fund Transf	2,496	500	3,000	5,996
Debt Proceeds	27,658	766	-	28,424
Interlocal Agreement	951	2,464	-	3,415
REET 1 & 2	6,536	1,724	2,840	11,100
King County Park Levy	599	324	39	962
Park in-Lieu	672	75	-	747
One Time Tax	1,670	525	315	2,510
Traffic in-Lieu	358	776	3,817	4,951
Traffic Impact Fees	1,193	899	470	2,562
Transportation CIP Fund	69	-	-	69
Marina Rates	2,535	258	1,024	3,817
Surface Water Utility	2,754	5,015	9,205	16,974
Private Contributions	240	327	778	1,345
Insurance Payouts	-	169	-	169
Legal Settlements	-	12	-	12
FEMA Reimbursement	-	25	-	25
Grant Funds (Secured)	11,056	9,227	7,294	27,577
Grant Funds (Unsecured)	-	1,144	37,518	38,662
Total Funding Sources	\$ 65,698	\$ 26,019	\$ 75,067	\$ 166,784

One-Time Tax

	With Contribution	Without Contribution
2025 Beginning Balance	\$ 1,178,348	\$ 1,178,348
Forecasted Revenue	275,000	-
Debt Service	(50,000)	(50,000)
CIP	(115,000)	(115,000)
2025 Ending Balance	\$ 1,288,348	\$ 1,013,348
2026 Beginning Balance	\$ 1,288,348	\$ 1,013,348
Forecasted Revenue	275,000	-
Debt Service	(50,000)	(50,000)
CIP	-	-
2026 Ending Balance	\$ 1,513,348	\$ 963,348

Projects Closing In 2024

Project Name	Total Budget (Thousands)
Court Security Improvements	\$ 76
Police Security Improvements	42
Building Access System	54
PW Service Center and PD Vehicle Gate Repairs	60
City Hall Suite D Security Improvements	11
Marina Dredging	850
Marina Guest Moorage Power Upgrades	227
Field House Play Equipment	703
Cecil Powell Play Equipment	296
Mary Gay Park	46
Redondo Floats	523
Sonju Park	41
North Bulkhead	12,610
N Lot Restrooms, Plazas & Promenade	806
Marina Redevelopment	925
Financial System Replacement	412
Barnes Crk/Kent-Des Moines Rd Culvert	2,768
N. Fork McSorley Ck Diversion	1,082
KDM /16th Avenue A Pipe Replacement	705
1st Ave Pump Replacement	109
Puget Sound Gateway - SR509 Extension	500
Total	<u>\$ 22,846</u>

2025-2030 Capital Improvement Plan

Suggested Motion

“I move to adopt Draft Resolution No. 24-081 approving the City of Des Moines 2025-2030 Capital Improvements Plan.”

From: [Barbara McMichael](#)
To: [CityCouncil](#)
Subject: A walking meeting?
Date: Friday, September 20, 2024 10:33:43 AM

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Hello, Des Moines City Councilmembers!

I wanted to offer to take any of you on a 45-minute walking tour/meeting this weekend or early next week to point out my concerns about the Determination of Nonsignificance regarding the Des Moines Creek Business Park West property, and the proposed sale of Lot C.

We could do this rain or shine, with one or two of you together at a time. Or bring along some of your family members, if you wish.

My thought is that we could meet at the parking lot for the trailhead up on S 216th Street (across from the property in question) and walk from there.

Starting today (Friday), I am free pretty much any time except Saturday afternoon from 2:30-4:30 PM.

I deeply appreciate your service to the city and I know you have many considerations to balance. I just want to make sure that some key environmental factors are not overlooked as you move forward with your decision-making.

I can always use the exercise, so I hope to hear back from as many of you as possible!

Sincerely,

Barbara McMichael, Des Moines resident
206-878-6912

From: [Denise Mohr](#)
To: [CityCouncil](#)
Subject: Budget and other items
Date: Friday, September 13, 2024 1:46:23 PM

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Dear City Council,

I realize you've done some of your budgeting already.

I would like to make some comments. I really wish money were spent on essential items vs items that are not necessary. By not necessary, I mean items like the Marina Steps and the Ferry. Those are both ridiculous and should be stopped by all means necessary.

Des Moines doesn't have the population to support an on-going ferry which is why the State has never been interested in pursuing one here. It was a new thing the year you had it, so people were having fun with a new present. But on an on-going basis, losing the amount of money every month that was told to us, is unsustainable. The City would go broke in no time. And pursuing an electric ferry is even worse.

If you stopped spending money on frivolous things like that, you might have money to spend on the important things like the Police Department and keeping personnel in City Hall.

That's enough on the budget.

I would like to suggest putting in speed humps on Dock street in two places to stop speeding. Also, at least in one place on Cliff Ave S to stop speeding as well. The amount of cars speeding on both streets is out of control and police patrols can't be there 24 hours a day. Speed humps are better than speed bumps, as cars can go over them without slowing down to a stop, but still have to slow down to stop excessive speed.

I appreciate the opportunity to voice my concerns.

Regards,
Denise Mohr
22211 Cliff Ave S Apt 101

Des Moines, WA 98198

From: [Kathy McDonald](#)
To: [City Council](#)
Subject: Delay the sale of "Tract C"
Date: Tuesday, September 24, 2024 1:15:35 PM

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Dear Des Moines City Council:

Please delay the sale of "Tract C." Before a decision on this sale is made, it is essential that that the community appeal which challenges the Des Moines Creek Business Park West project has been heard and decided (October 18th) and that SEPA approval is obtained. It is premature at the stage to vote on the sale with so many outstanding issues in play.

Additionally, the incoming Des Moines City Manager Katherine Caffrey has not yet begun her term on November 1st, and needs to be given a chance to get up to speed on this environmentally consequential project and understands the many concerns and objections from the community.

As you know:

1. This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.
2. Tract C is a small street owned by the City. Panattoni Development Company wants to acquire this and make it a private street for its own purposes.

Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations and the new City Manager has had an opportunity to examine them:

- Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.
- Des Moines Water District 54 has documented concerns of threats to their wells which are downslope from the project and considering the recent issues with the water supply this needs to be addressed.
- The current woodland trails are very popular with hikers, dog-walkers, birdwatchers, and bicyclists from Des Moines and the surrounding area. Construction of this development would obstruct and disrupt access to an important and cherished recreational amenity in the City of Des Moines.

Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands, and Phase 2 of the 509 project will have even more impact in the near future.

- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.

If and when this sale is approved and the city obtains the one-time profit, please consider applying the funds to replace the neighborhood trail with a new trail from S 212th Ave (between 14th and 15th Ave S) in addition to the one proposed in the developer's plans so that the residents south of the Des Moines Creek can have comparable access that is independent of the Port of Seattle for future generations.

Many thanks for your consideration,

Kathy McDonald

425-443-9388

From: [Nancy Rasmussen](#)
To: [City Council](#)
Subject: Des Moines Creek Business Park West project
Date: Monday, September 23, 2024 12:05:15 PM

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Dear Des Moines City Council:

Please pause the sale of "Tract C." Before a decision on this sale is made, it is essential that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.

As you know:

- 1. This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.*
- 2. Tract C is a small street owned by the City. Panattoni Development Company wants to acquire this and make it a private street for its own purposes.*

Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations and the new City Manager has had an opportunity to examine them:

- Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.*
- Des Moines Water District 54 has documented concerns of threats to their wells which are downslope from the project.*
- The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.*
- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.*
- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and*

*resolve the existing damage that actively threatens Des Moines Creek, a
salmon-bearing stream.*

Many thanks for your consideration,

Nancy Rasmussen
16560 9th Ave SW
Burien WA 98166-2928

From: [Diane Evans](#)
To: [CityCouncil](#)
Subject: Sale of Tract C
Date: Wednesday, September 25, 2024 3:08:23 PM

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Diane L. Evans
1413 S. 237th Ct.
Des Moines, WA 98198
evansburdine@msn.com

Dear Des Moines City Council:

As a resident of Des Moines, I am asking that for a pause to the sale of "Tract C." Before a decision on this sale is made, it is essential that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th). Also incoming Des Moines City Manager Katherine Caffrey, who begins her term on November 1st, should have a chance to get up to speed on this environmentally consequential project.

As you know:

- i. This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.
- ii. Tract C is a small street owned by the City. Panattoni Development Company needs to get access to this and make it a private street for its own purposes.

Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations, and the new City Manager has had an opportunity to examine them:

- Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.
- Des Moines Water District 54 has documented concerns for their wells which are downslope from the project.
- The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.
- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.
- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.

Many thanks for your consideration,

Diane L. Evans

From: jwakropack@comcast.net
To: [CityCouncil](#)
Cc: [Jennifer K](#)
Subject: SAVE our TREES, don't give them away. Today and future generations need them
Date: Wednesday, September 25, 2024 4:00:25 PM
Importance: High

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Dear Des Moines City Council:

Please pause the sale of "Tract C." Before a decision on this sale is made, it is essential that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.

As you know:

- 1. This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.*
- 2. Tract C is a small street owned by the City. Panattoni Development Company wants to acquire this and make it a private street for its own purposes.*

Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations and the new City Manager has had an opportunity to examine them:

- Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.*
- Des Moines Water District 54 has documented concerns of threats to their wells which are downslope from the project.*
- The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.*
- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.*
- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.*

Many thanks for your consideration,

~~~Jenn Kropack  
[jwakropack@comcast.net](mailto:jwakropack@comcast.net)

22027 6<sup>th</sup> AVE S #306  
98198

**From:** [Alexandra Forrest](#)  
**To:** [City Council](#)  
**Date:** Tuesday, September 24, 2024 5:26:09 PM

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Dear Des Moines City Council:

Please pause the sale of "Tract C." Before a decision on this sale is made, it is essential that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.

As you know:

1. This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.
2. Tract C is a small street owned by the City. Panattoni Development Company wants to acquire this and make it a private street for its own purposes.

Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations and the new City Manager has had an opportunity to examine them:

- Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.
- Des Moines Water District 54 has documented concerns of threats to their wells which are downslope from the project.
- The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.
- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.
- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.

Many thanks for your consideration,

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Alexandra

**From:** [Lauren Frederick](#)  
**To:** [CityCouncil](#)  
**Subject:** pause development of Tract C  
**Date:** Thursday, September 26, 2024 12:43:51 PM

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Dear Des Moines City Council:

Please pause the sale of "Tract C." Before a decision on this sale is made, it is essential that that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.

As you know:

1. This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.
2. Tract C is a small street owned by the City. Panattoni Development Company needs to get access to this and make it a private street for its own purposes.

Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations, and the new City Manager has had an opportunity to examine them:

- Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.
- Des Moines Water District 54 has documented concerns for their wells which are downslope from the project.
- The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.
- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.
- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.



Many thanks for your consideration,  
Lauren Frederick  
Des Moines resident  
206-356-7866

**From:** [Vanya S](#)  
**To:** [CityCouncil](#)  
**Subject:** PAUSE REQUESTED- DM Creek Business Park West "Tract C" Sale  
**Date:** Monday, September 23, 2024 2:46:34 PM

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Dear Des Moines City Council:

Please pause the sale of "Tract C."

We need to allow citizens' challenge to the Des Moines (DM) Creek Business Park West project to be heard & decided (October 18th) BEFORE a decision on this sale is made.

We also need to allow Katherine Caffrey (incoming Des Moines City Manager) to get up to speed on this environmentally consequential project. Her term begins on November 1st, 2024.

As you know:

1. This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.
2. Tract C is a small street owned by the City. Panattoni Development Company wants to acquire this and make it a private street for its own purposes.

**Waiting to decide** on this sale is necessary so that, at minimum, the following factors are properly included in your considerations and the new City Manager has had an opportunity to examine them:

- Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.
- Des Moines Water District 54 has documented concerns of threats to their wells which are downslope from the project.
- The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this

development would obstruct and disrupt an important recreational amenity in the City of Des Moines.

- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.
- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.

Many thanks for your consideration,

Dr. Vanya Sandberg

Renton resident since 2013; Western WA resident since 1966.

**From:** [Maria Arevalo Martinez](#)  
**To:** [CityCouncil](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sal  
**Date:** Tuesday, September 24, 2024 9:27:43 AM

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*Dear Des Moines City Council:*

*As a representative from the **Port Community Action Team**, I email you to please pause the sale of "Tract C." Before a decision on this sale is made, it is essential that that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.*

*As you know:*

- 1. This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.*
- 2. Tract C is a small street owned by the City. Panattoni Development Company wants to acquire this and make it a private street for its own purposes.*

*Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations and the new City Manager has had an opportunity to examine them:*

- Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.*
- Des Moines Water District 54 has documented concerns of threats to their wells which are downslope from the project.*
- The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.*
- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.*
- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.*

*Many thanks for your consideration,*

--

**Maria De Jesus Arevalo-Martinez**  
Port Community Action Team

**From:** [Ryan Sharp](#)  
**To:** [City Council](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Monday, September 23, 2024 12:42:07 PM

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Dear Des Moines City Council:

Please pause the sale of "Tract C." Before a decision on this sale is made, it is essential that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.

As you know:

This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light. Tract C is a small street owned by the City. Panattoni Development Company wants to acquire this and make it a private street for its own purposes. Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations and the new City Manager has had an opportunity to examine them:

Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.

Des Moines Water District 54 has documented concerns of threats to their wells which are downslope from the project.

The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.

Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.

Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.

Many thanks for your consideration,

Ryan Sharp  
Resident of North Hill, Des Moines, WA

**From:** [Cheryl Eastberg](#)  
**To:** [City Council](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Monday, September 23, 2024 1:34:53 PM

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Dear Des Moines City Council:

Please pause the sale of "Tract C." Before a decision on this sale is made, it is essential that that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.

As you know:

1. This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.
2. Tract C is a small street owned by the City. Panattoni Development Company wants to acquire this and make it a private street for its own purposes.

Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations and the new City Manager has had an opportunity to examine them:

- Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.
- Des Moines Water District 54 has documented concerns of threats to their wells which are downslope from the project.
- The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.
- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.
- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.



Once this space is gone, it's forever lost. We need nature in our lives!

Many thanks for your consideration,

Cheryl Eastberg

**From:** [Shambhavi Taylor](#)  
**To:** [CityCouncil](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Monday, September 23, 2024 2:42:54 PM

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**Dear Des Moines City Council:**

**As an advocate for preserving habitat for rapidly diminishing species, and spreading the word that removal of trees, woods and forests is destructive to wildlife and the entire biosphere including humans, I ask you to pause the sale of Tract C.**

**Information I just received and which you are probably getting many letters about includes: Before a decision on this sale is made, it is essential that that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided, and that incoming Des Moines City Manager Katherine Caffrey has begun her term on November 1st, and had a chance to get up to speed on this environmentally consequential project.**

**Waiting to decide on this sale is necessary so that the following factors are included in your considerations and the new City Manager has had an opportunity to examine them:**

- **Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.**
- **Des Moines Water District 54 has documented concerns of threats to their wells which are downslope from the project.**
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- **Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.**

**Many thanks for your consideration,**

Natalie Taylor

**From:** [Peggy J. Printz](#)  
**To:** [City Council](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Monday, September 23, 2024 11:45:41 AM

---

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Dear Des Moines City Council:

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Many thanks for your consideration,

Peggy J. Printz

Voter

**From:** [Aimee Casselberry](#)  
**To:** [CityCouncil](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Wednesday, September 25, 2024 7:52:43 AM  
**Attachments:** [Sound-Logo-timeline-rab\(1\)\\_df6d49d3-180f-405d-96fe-ebdf6697a1c4.png](#)

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*Many thanks for your consideration,*

Aimee Casselberry



**Aimee Casselberry**  
she/her/hers  
Call Center Manager  
6400 Southcenter Blvd.  
Tukwila, WA. 98188  
d. 206-444-7886 | c. 206-245-9558  
Aimee.Casselberry@Sound.Health | [www.Sound.Health](http://www.Sound.Health)

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**From:** [Allison Ostrer](#)  
**To:** [CityCouncil](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Monday, September 23, 2024 11:52:43 AM

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*What's the rush? You're elected to represent the people of Des Moines, not the people of industry who want to turn one of the few woodlands left into a hideous, carbon spewing industrial park. Don't sell out our few resources for a quick buck.*

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Sincerely,  
Allison Ostrer  
Your neighbor in Highland Park



**From:** [Christine Bertie](#)  
**To:** [CityCouncil](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Tuesday, September 24, 2024 10:44:17 AM

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*As you know:*

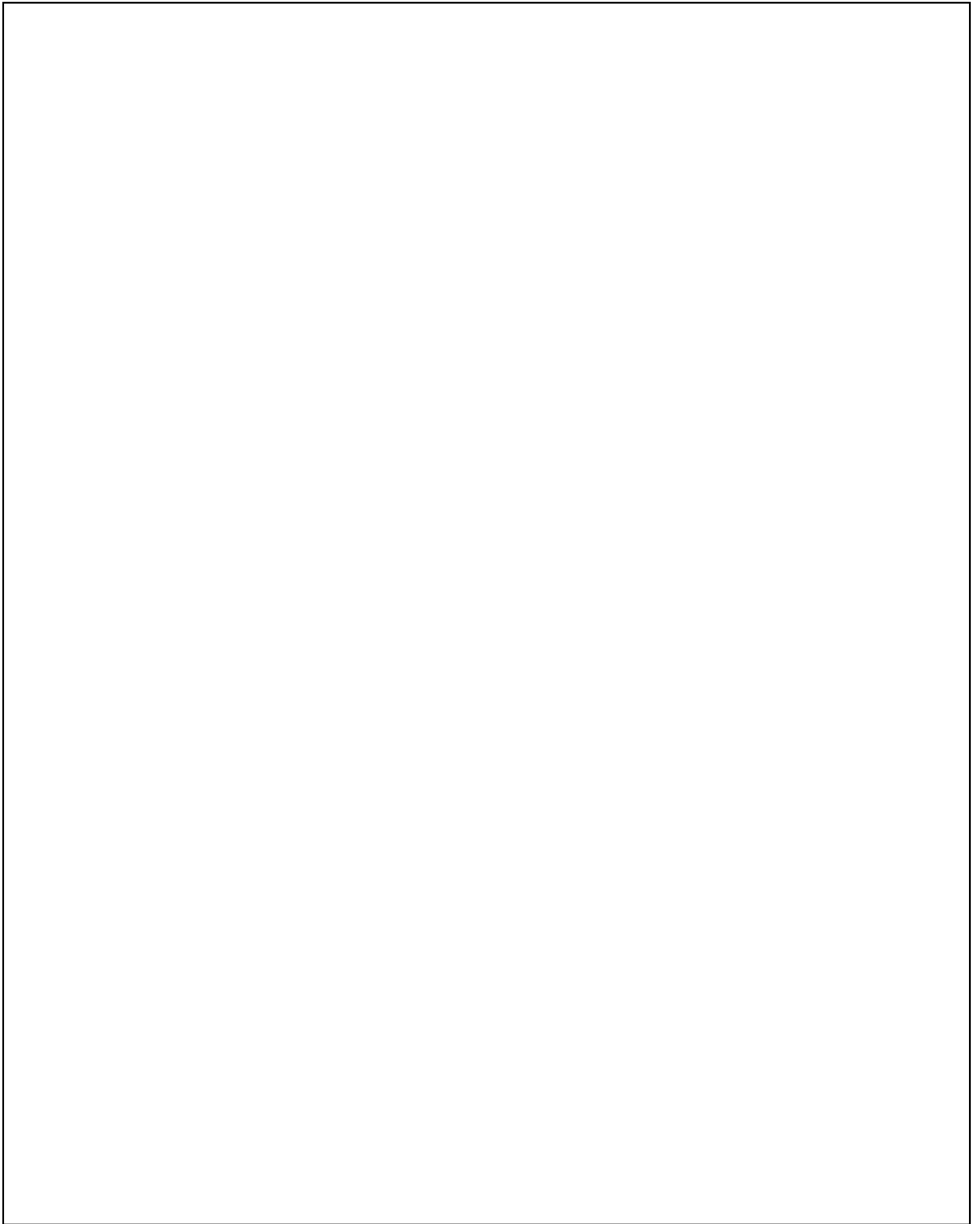
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*Many thanks for your consideration,*

*Christine Bertie*



**From:** [Clinton Anderson](#)  
**To:** [City Council](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Monday, September 23, 2024 1:08:59 PM

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damage that actively threatens Des Moines Creek, a salmon-bearing stream.

Many thanks for your consideration. We need your help to protect the last remaining green spaces in our community with natural environment to explore and recreate in. This park has already been a victim to unnecessary development of SCORE. Please go and explore these areas and see that funding is found to improve the community's access to these green spaces for the many without adding more business parks that benefit the few.

All the Best,

Clint Anderson

**From:** [David Rosser](#)  
**To:** [City Council](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Monday, September 23, 2024 7:21:29 PM

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*Many thanks for your consideration,*

David Rosser  
North Hill resident  
Sent from my iPhone

**From:** [DM Siverly](#)  
**To:** [City Council](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Wednesday, September 25, 2024 10:21:38 AM

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*Many thanks for your consideration,*

*Diane Siverly*

*21937 7th Ave S, Des Moines*

Sent from my iPhone



**From:** [Doreen Harper](#)  
**To:** [CityCouncil](#)  
**Cc:** [Harper Earl](#); [Harper Doreen](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Wednesday, September 25, 2024 10:43:21 AM  
**Attachments:** [harpersignature1.png](#)

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*Many thanks for your consideration.*

Sincerely,  
Doreen & Earl Harper  
Des Moines residents and small business owners



Harper Studios, Inc.  
605-A South 223rd Street  
Des Moines, WA 98198

206-763-9101 Studio  
206-764-1775 Imaging  
[www.harperstudios.com](http://www.harperstudios.com)

**From:** [Eileen F. Lambert](#)  
**To:** [City Council](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Wednesday, September 25, 2024 3:59:47 PM

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I am a Des Moines resident, business owner and community builder running community recreation and education groups.

**I urge the City Council to delay the vote on the Sale of Lot C for the following reasons.**

- 1. Impacted residents have not received sufficient communication and/or notice to comment**
  - I like many were completely unaware that this vote was originally scheduled for a vote 2 weeks ago.
  - There have been several ongoing gaps in communication regarding initiatives impacting Des Moines residents
- 2. I speak for my Latinx community -who have not been properly communicated with in Spanish language communication channels**
- 3. New City Manager does not start until November**
  - I urge you to consider delaying this vote until the new City Manager, which I like many were closely watching the hiring process unfold -is amply brought on board to lead the city and to weigh in on such an instrumental to future development considerations -vote
- 4. The opposition is growing based on the 2 issues of concern above**
  - The voting, tax paying citizens and constituents are stakeholders and suffer the long term consequences on major decisions impacting our city's future growth and subsequent loss of undeveloped spaces to recreate, to enjoy activities without the increased airplane noise and worsening air quality that development in former green spaces negatively contributes to.
  - The voting, tax paying citizens and constituents wish to voice that people not profit should be the deciding factor on moving a decision forward.

Thank you City Councilmembers for your consideration into addressing my concerns and my request.



**Eileen F Lambert**  
Strategy Consultant & Women in Tech Seattle Director

[she/her/hers](mailto:she/her/hers) | [linktr.ee/eileenflambert](https://linktr.ee/eileenflambert)

[lambertef@gmail.com](mailto:lambertef@gmail.com)



**From:** [Guy Lacey](#)  
**To:** [\\_CityCouncil](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Monday, September 23, 2024 6:05:23 PM  
**Attachments:** [mo2\\_fcbce477-dcdd-46ef-8df1-a91fb9f74b50.png](#)  
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[fb\\_403e4ba3-ce0c-4a3d-8870-a95a6910c710.png](#)  
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[bboemailsignaturebanner2023\\_26cf041b-083e-402c-a067-d067db79c46f.png](#)

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Hello city council!

My name is guy and I am a lifelong resident of seatac. For as long as I can remember my family has enjoyed the biking and walking paths in this section that you're now considering selling. I am writing to ask you to pause this decision and not to sell the land. Greenspaces in cities are vanishing – a shame as they greatly add to the intrinsic value of any neighborhood. This space in particular is very convenient for a lot of families. I'm able to go ride my bike there a few times a week after work when time is tight. it helps me reset.

The development along with 24<sup>th</sup> corridor is what it is but I very strongly urge you not to sell Tract C to a developer and to preserve this valuable greenspace for future local generations.

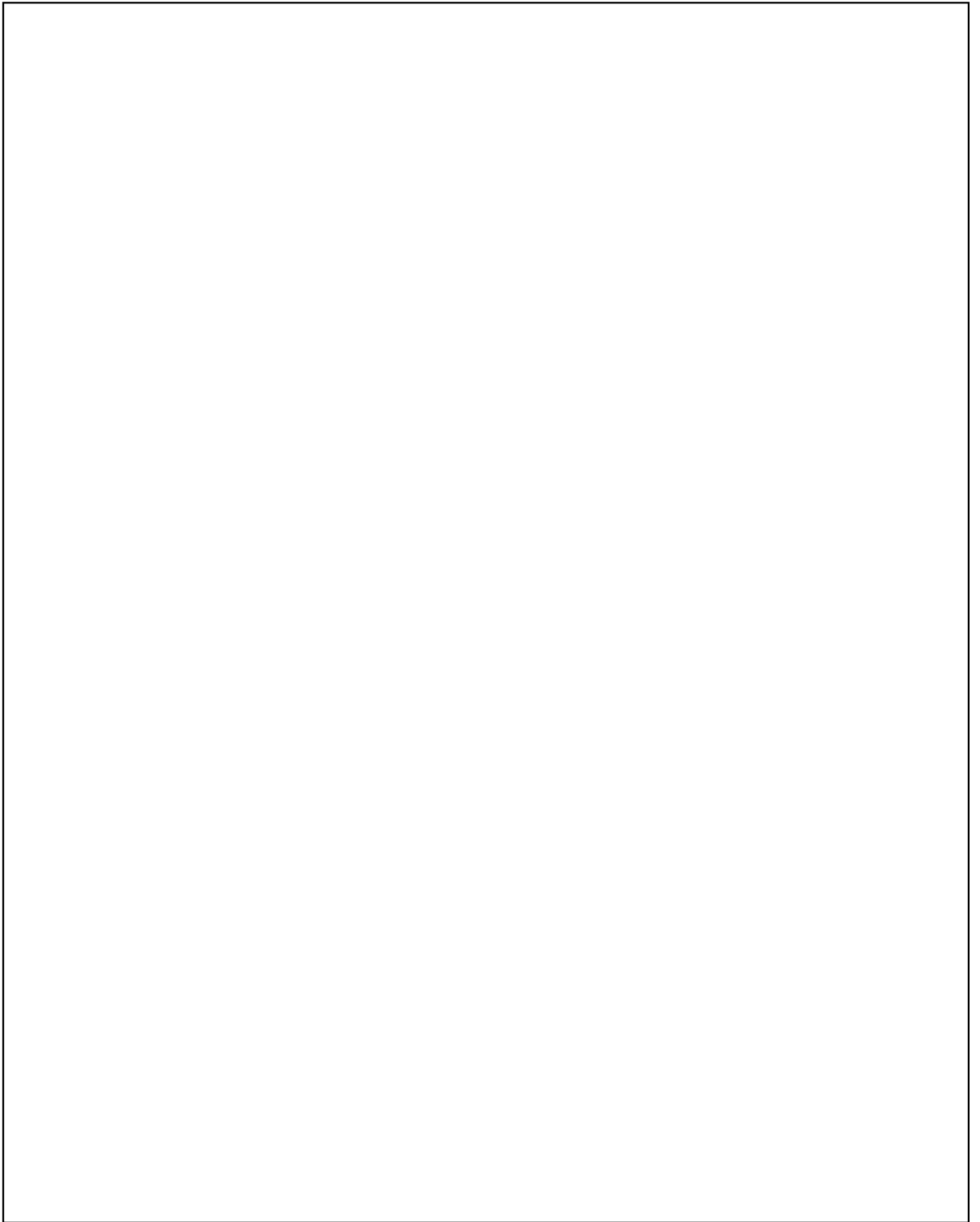
With respect,  
Guy lacey  
17237 40<sup>th</sup> ave s  
Seatac, wa 98188



**Guy Lacey | Vice President**  
**Salon Services PRO**  
206-300-7669  
253-263-7517  
[www.salonservicespro.com](http://www.salonservicespro.com)



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**From:** [Jen](#)  
**To:** [CityCouncil](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Tuesday, September 24, 2024 5:57:25 PM

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- Stormwater drainage has already failed and is causing downstream***

***erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.***

***Many thanks for your consideration,***

**Jenny Russo**



**From:** [Kiki Bell](#)  
**To:** [City Council](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Monday, September 23, 2024 11:51:13 AM

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Many thanks for your consideration,  
Kiki Bell

**From:** [Melissa Topscher](#)  
**To:** [City Council](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Monday, September 23, 2024 12:28:04 PM

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- The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas including myself and my young family. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines which is already quite lacking in amenities for families.*
- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.*
- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.*

*Many thanks for your consideration,*

Melissa Topscher

--

Melissa Topscher  
Writer/Actor/Trainer

<https://www.improvethenews.org/>

Orwell (Parody) <https://www.orwell.org/>

Verity Podcast [Apple](#), [Google](#), [Spotify](#)

Certified Personal Trainer  
ACE, NASM, CF-L1, USAW-L1  
703.217.8317

**From:** [Natalie Wood](#)  
**To:** [City Council](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Tuesday, September 24, 2024 2:39:26 PM

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[CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.](#)

*Dear Des Moines City Council:*

*Please pause the sale of "Tract C." Before a decision on this sale is made, it is essential that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.*

*As you know:*

- 1. This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.*
- 2. Tract C is a small street owned by the City. Panattoni Development Company wants to acquire this and make it a private street for its own purposes.*

*Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations and the new City Manager has had an opportunity to examine them:*

- Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.*
- Des Moines Water District 54 has documented concerns of threats to their wells which are downslope from the project.*
- The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.*
- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.*
- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.*

*Many thanks for your consideration,*

*Natalie Wood*

**From:** [Rob Bent](#)  
**To:** [CityCouncil](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Monday, September 23, 2024 11:47:28 AM

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[CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.](#)

Dear Des Moines City Council:

Please pause the sale of "Tract C." Before a decision on this sale is made, it is essential that that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.

As you know:

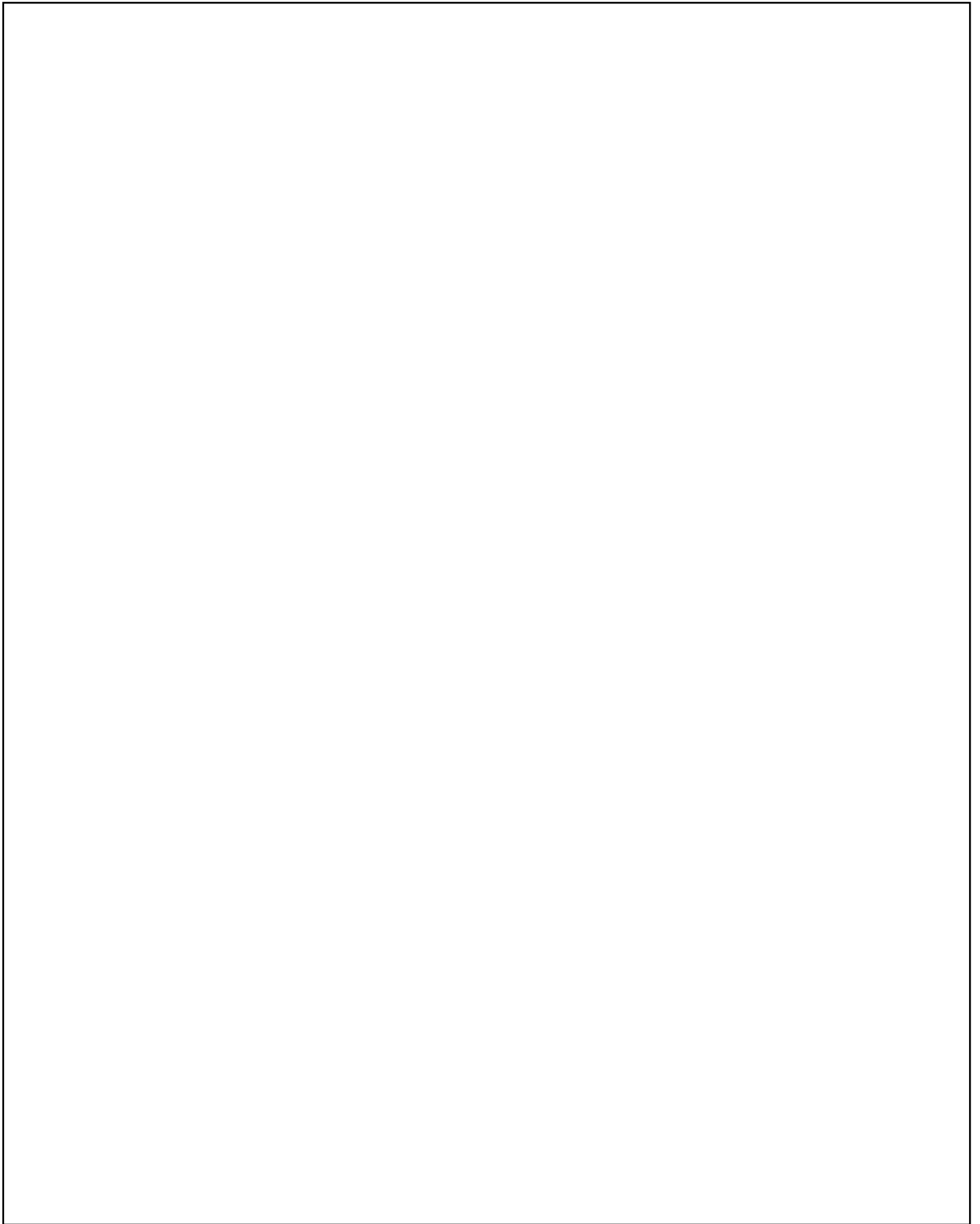
1. This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.
2. Tract C is a small street owned by the City. Panattoni Development Company wants to acquire this and make it a private street for its own purposes.

Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations and the new City Manager has had an opportunity to examine them:

- Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.
- Des Moines Water District 54 has documented concerns of threats to their wells which are downslope from the project.
- The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.
- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.
- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.

Many thanks for your consideration,

-Rob Bent





**From:** [Robert Hanlon](#)  
**To:** [City Council](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Wednesday, September 25, 2024 8:42:12 AM

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Hello Des Moines City Council

**Our organization urges a pause on the sale of "Tract C."** which would otherwise remove critical forest and habitat. Before a decision on this sale is made, it is essential that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.

As you know, this Business "Park" project would replace a forest of 500+ trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - **bringing with it the associated air, light, traffic, and noise pollution into the city and natural environment.**

Tract C is a small street owned by the City. Panattoni Development Company wants to acquire this and make it a private street for its own purposes. Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations and the new City Manager has had an opportunity to examine them:

1. Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.
2. Des Moines Water District 54 has documented concerns of threats to their wells which are downslope from the project.
3. The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.
4. Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.
5. Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.

Many thanks for your consideration,

--

Robert Hanlon (he/him/el) PE, Env SP, NACE CPIII  
South Park, WA | (440) 667-4529 | [LinkedIn](#) | [utility<sup>2</sup>.org](https://utility2.org)

**[community x infrastructure]**

<https://utilitysquared.org/>



Accelerating connections between Community & its Infrastructure for a more symbiotic society. Together we can #buildfortomorrow

**From:** [shary\\_bozied](#)  
**To:** [CityCouncil](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Monday, September 23, 2024 5:06:26 PM

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CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

*Dear Des Moines City Council:*

*Please pause the sale of "Tract C." Before a decision on this sale is made, it is essential that that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.*

*As you know:*

- 1. This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.*
- 2. Tract C is a small street owned by the City. Panattoni Development Company wants to acquire this and make it a private street for its own purposes.*

*Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations and the new City Manager has had an opportunity to examine them:*

- Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.*
- Des Moines Water District 54 has documented concerns of threats to their wells which are downslope from the project.*
- The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.*
- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.*
- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.*

*Many thanks for your consideration,*

Shary B

**From:** [Thomas Carpenter](#)  
**To:** [City Council](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Monday, September 23, 2024 7:12:19 PM

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*Dear Des Moines City Council:*

*Please pause the sale of "Tract C." Before a decision on this sale is made, it is essential that that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.*

*As you know:*

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- The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.*
- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.*

- *Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.*

*Many thanks for your consideration,*

Thomas Carpenter

**From:** [Tracy S.](#)  
**To:** [CityCouncil](#)  
**Subject:** PAUSE REQUESTED-DM Creek Business Park West "Tract C" Sale  
**Date:** Wednesday, September 25, 2024 5:20:15 AM

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Dear Des Moines City Council:

**Please** pause the sale of "Tract C."

Before a decision on this sale is made, it is essential that that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.

**Please note:**

1. This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.
2. Tract C is a small street owned by the City. Panattoni Development Company wants to acquire this and make it a private street for its own purposes.

Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations and the new City Manager has had an opportunity to examine them:

- Converting this forested land to a warehouse would take a **terrible** toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.
- Des Moines Water District 54 has **documented** concerns of threats to their wells which are downslope from the project.
- The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and **disrupt an important recreational amenity** in the City of Des Moines.
- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.

Stormwater drainage has already failed and is causing downstream erosion that **poses a threat to Des Moines Creek**. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, **a salmon-bearing stream**.

Des Moines is a beautiful city to live in, and Des Moines Creek is worth protecting.

Many thanks for your consideration,

Tracy A. Spinella

Des Moines Resident

818-233-4869



**From:** [lynford.flye](#)  
**To:** [CityCouncil](#)  
**Subject:** Pause Requested-DM Creek Business Park west  
**Date:** Monday, September 23, 2024 12:42:19 PM

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### **REQUESTED-DM Creek Business Park West “Tract C” Sale**

*Dear Des Moines City Council:*

*Please pause the sale of “Tract C.” Before a decision on this sale is made, it is essential that the current citizens’ challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.*

*As you know:*

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- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.*
- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.*

*Many thanks for your consideration,*

Chevalier Lynford Flye — Dorking UK

(And don't forget to include your name!)

Sent from my iPad

**From:** [Sherrie Miller](#)  
**To:** [CityCouncil](#)  
**Subject:** Pause Sale of Tract C  
**Date:** Wednesday, September 25, 2024 7:31:31 PM

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Dear Des Moines City Council:

Please pause the sale of “Tract C.” Before a decision on this sale is made, it is essential that that the current citizens’ challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.

As you know:

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2. Tract C is a small street owned by the City. Panattoni Development Company needs to get access to this and make it a private street for its own purposes.

Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations, and the new City Manager has had an opportunity to examine them:

- *Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.*
- *Des Moines Water District 54 has documented concerns for their wells which are downslope from the project.*
- *The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.*
- *Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.*
- *Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.*

Many thanks for your consideration,

Sherrie Miller

**From:** [Anna Pierce](#)  
**To:** [CityCouncil](#)  
**Subject:** Pause the sale of the trees!  
**Date:** Monday, September 23, 2024 11:59:26 AM

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<p style="margin-right: 0in; margin-left: 0in; font-size: 15px; font-family: 'Calibri', sans-serif; margin: 0in; margin-bottom: 0.0001pt;">

<u><span style="color: #203864;">CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.</span></u>

</p>

<p style="margin-right: 0in; margin-left: 0in; font-size: 15px; font-family: 'Calibri', sans-serif; margin: 0in; margin-bottom: 0.0001pt;">&nbsp;</p>

<p style="margin-right: 0in; margin-left: 0in; font-size: 15px; font-family: 'Calibri', sans-serif; margin: 0in; margin-bottom: 0.0001pt;">&nbsp;</p>

As a resident of south king county it is a true treasure that we have access to more forested areas than most of Seattle. We LOVE taking our daughter and dog throughout the area, Des Moines included, to explore trails and woods. Please pause the sale of the connecting trail until all voices can be heard and weigh in approximately- it is your duty to uphold the well being of all citizens, not just businesses. By working to preserve forested land you achieve well being for generations - something any resident of Des Moines and the broader south king county can be proud of. Please do your part and prioritize us all, pause the sale this week.

Thank you for your efforts and services to our region,  
Anna Pierce  
(206) 303-9654

**From:** [Sandy Hunt](#)  
**To:** [CityCouncil](#)  
**Subject:** Pause the sale of Track C  
**Date:** Wednesday, September 25, 2024 12:46:21 AM

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Dear City Council Members,

Citizens of Des Moines contend that the [Determination of Nonsignificance](#) regarding the environmental impacts of the LUA 2022-0044 development is fundamentally flawed. They assert that there are substantive significant issues that are not sufficiently mitigated given the role the mature tree cover serves for the health of residents living next to the development and under the flight path who range in age from birth to 91 as well as the role a tree-covered trail serves for members of the community given airplanes fly directly overhead trail-users.

A grassroots appeal of this project with the hearing examiner is scheduled for October 18 which is when they will make their case. **As such, the City of Des Moines should not sell Tract C until the appeal process has run its course. In fact it is disturbing to find that the King County Parcel Finder currently lists the Port of Seattle as Tract C's owner when the purchase has not been approved by the City of Des Moines.**

Thank you,

Sandy Hunt  
Defenders of Highline Forest

**From:** [Gillian Larsen](#)  
**To:** [City Council](#)  
**Subject:** Pause the Sale of Tract C PLEASE!  
**Date:** Wednesday, September 25, 2024 12:42:59 AM

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Dear Des Moines City Council:

Please pause the sale of "Tract C." Before a decision on this sale is made, it is essential that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th). Also incoming Des Moines City Manager Katherine Caffrey, who begins her term on November 1st, should have a chance to get up to speed on this environmentally consequential project.

As you know:

This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.

Tract C is a small street owned by the City. Panattoni Development Company needs to get access to this and make it a private street for its own purposes.

Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations, and the new City Manager has had an opportunity to examine them:

- Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.
- Des Moines Water District 54 has documented concerns for their wells which are downslope from the project.
- The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.
- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.
- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.

Many thanks for your consideration,  
Gillian Larsen  
Concerned Resident



**From:** [LEA Anderson](#)  
**To:** [CityCouncil](#)  
**Subject:** Pause the sale of Tract C  
**Date:** Wednesday, September 25, 2024 2:48:40 AM

---

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Dear Des Moines City Council:

Please pause the sale of "Tract C." Before a decision on this sale is made, it is essential that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th). Also incoming Des Moines City Manager Katherine Caffrey, who begins her term on November 1st, should have a chance to get up to speed on this environmentally consequential project.

As you know:

1.
  1. This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.
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- *Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.*
- *Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.*

*Many thanks for your consideration,*

Layne Anderson

Des Moines, WA

**From:** [Yael Avni](#)  
**To:** [CityCouncil](#)  
**Subject:** Pause the sale of Tract C  
**Date:** Wednesday, September 25, 2024 11:15:49 AM

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*Dear Des Moines City Council:*

*Please pause the sale of "Tract C." Before a decision on this sale is made, it is essential that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th). Also incoming Des Moines City Manager Katherine Caffrey, who begins her term on November 1st, should have a chance to get up to speed on this environmentally consequential project.*

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- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.*
- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.*

*Many thanks for your consideration,*

*Rivka Yael Kallin*

509-551-8719

--  
Yael

**From:** [Caitlin Konya](#)  
**To:** [CityCouncil](#)  
**Subject:** Pause Tract C Sale  
**Date:** Monday, September 23, 2024 5:17:10 PM

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Dear Des Moines City Council:

Please pause the sale of “Tract C.” Before a decision on this sale is made, it is essential that the current citizens’ challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.

As you know:

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Des Moines Water District 54 has documented concerns of threats to their wells which are downslope from the project.

The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.

Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.

Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.

Many thanks for your consideration,

--

**Caitlin A. Konya, MSW** she/her/hers  
[caitlinakonya@gmail.com](mailto:caitlinakonya@gmail.com) | 253-736-5003

**From:** [Clare Parfitt](#)  
**To:** [CityCouncil](#)  
**Subject:** Please do not proceed with Des Moines Creek West business park development  
**Date:** Wednesday, September 25, 2024 7:51:50 PM  
**Attachments:** [image001.png](#)

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Des Moines City Council,

As a 20 year resident of Des Moines and as someone actively involved in the community, I strongly urge you to not proceed with the sale of the Tract C land adjacent to Des Moines Creek. Here are my reasons opposing this outlined below:

1. The hearing has not yet been held regarding the appeal submitted (and paid for through a gofundme) by a concerned group of volunteer citizens.
2. The city has operated without the foresight of a planning commission, and without a permanent city manager.
3. Every single person in the community I have spoken with is opposed to this. You are supposed to represent us and act in the best interest of the residents. Like the hotel at the marina, this is a seriously misguided idea and does not align with the desires of the residents of Des Moines.
4. Preserving natural space was identified as the TOP priority of Des Moines residents through a survey in the Spring 2024 City Currents magazine. The greenbelt is popular and frequented by dogwalkers, bikers, runners and walkers. I have spent much time there myself.
5. Destroying the greenbelt would displace a large amount of wildlife.
6. Des Moines residents are already experiencing adverse health issues as a result of airplane noise and exhaust. The greenbelt helps to mitigate this. There is a higher incidence of cancer and childhood asthma in areas with airplane pollution. Residents who live under the flight path and by the greenbelt already live in a zone rated #10 in adverse health impacts.
7. Residents near the current business park have said that when that forest was destroyed, they experienced a dramatic influx of RATS, due to the fact that the rodents who lived in the woods now had to move somewhere else.

8. The Des Moines creek trail and surrounding greenbelt is one of the biggest benefits of living in Des Moines. You want to make Des Moines a destination city, yet want to destroy green space which makes it appealing, adding a monstrous warehouse in its place? And draw more traffic and pollution to the city. There is no evidence that the existing business park caused the workers there to frequent Des Moines businesses, yet the city leadership keeps repeating this.
9. By destroying the greenbelt, you will dramatically lower people's home values near the new warehouse-some of whom just moved there recently. Will you be compensating these residents for lowering their property values and quality of life?
10. Water district 54 has expressed many concerns regarding contamination of their wells from runoff which will be created by destruction of the natural space.
11. Stormwater drainage is already causing erosion to Des Moines creek and threatening salmon. A significant amount of money has been spent to draw salmon back into Des Moines Creek. A 400,000 square foot development so close to the creek would exacerbate runoff and have adverse effects on salmon.

I understand the city is in dire need of money. Proceeding with the development of a 400,000 square foot warehouse is a very short sighted plan with dire long term consequences for residents, and our children and grandchildren, and a small amount of one time money for the city.

Sincerely,

Clare Parfitt  
21937 7<sup>th</sup> Ave S #205  
Des Moines, WA



CLARE PARFITT GRAPHIC DESIGN

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206-790-4533



**From:** [mark.megarity](#)  
**To:** [\\_CityCouncil](#)  
**Subject:** Please pause the sale of "Tract C."  
**Date:** Monday, September 23, 2024 8:16:41 PM

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*Dear Des Moines City Council:*

*Please pause the sale of "Tract C." Before a decision on this sale is made, it is essential that that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.*

*As you know:*

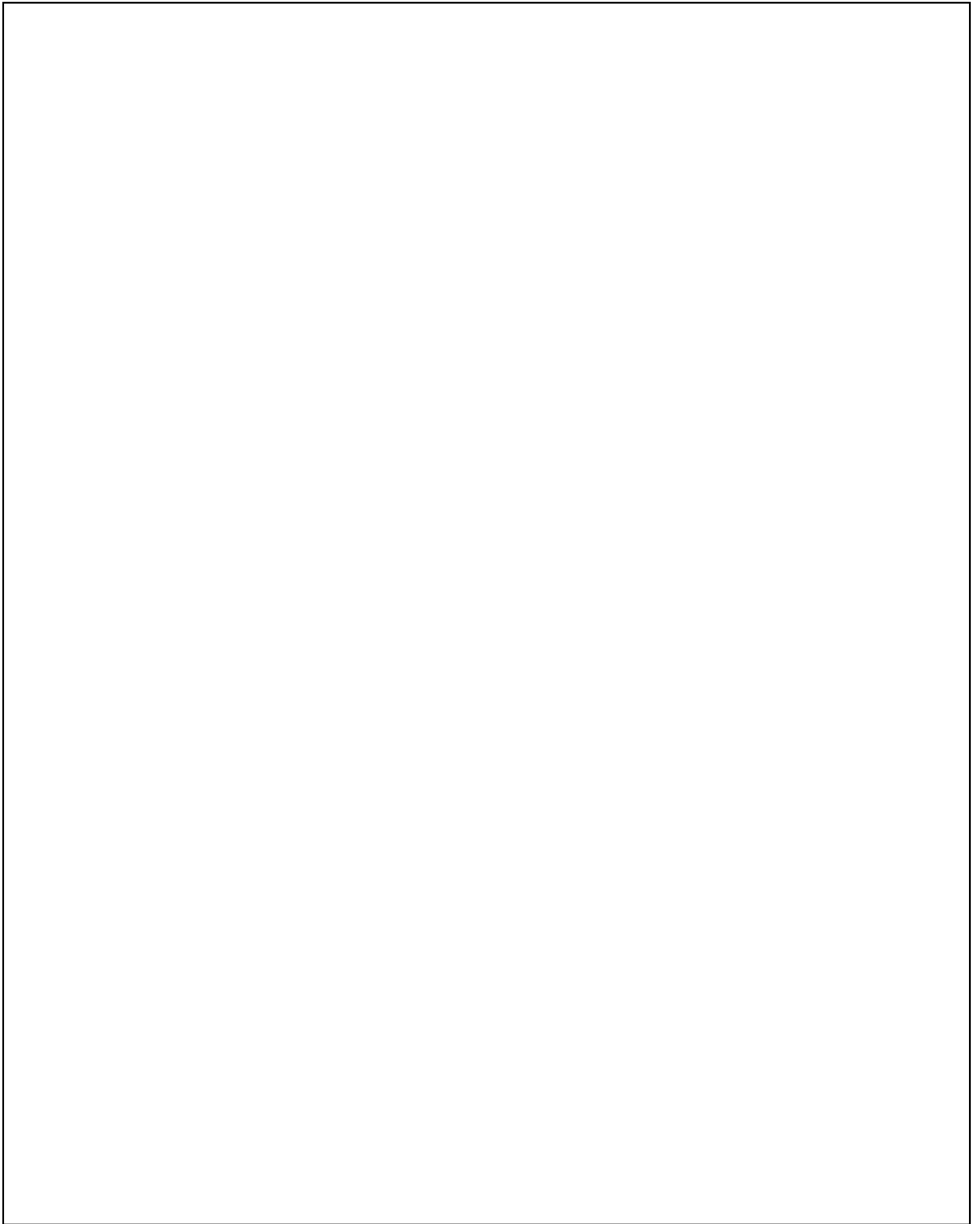
- 1. This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.*
- 2. Tract C is a small street owned by the City. Panattoni Development Company wants to acquire this and make it a private street for its own purposes.*

*Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations and the new City Manager has had an opportunity to examine them:*

- Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.*
- Des Moines Water District 54 has documented concerns of threats to their wells which are downslope from the project.*
- The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.*
- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.*
- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.*

*Many thanks for your consideration,*

Mark



**From:** [Stephanie Bell](#)  
**To:** [CityCouncil](#)  
**Subject:** Please pause the sale of Tract C  
**Date:** Monday, September 23, 2024 12:03:30 PM

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Dear Esteemed Des Moines Councilmembers:

I'm a lifelong citizen of the Pacific Northwest and live minutes away from Des Moines (in Kent's River View neighborhood) so I am in your beautiful city almost daily. I've written to you before about my heartbreak at the tree canopy loss our immediate region is experiencing. Wildlife need these trees more than ever and so do humans who rely upon the winnowing canopy for life-giving shade, cooler temperatures, and better mental health. **With this in mind, I BEG YOU to please pause the sale of "Tract C."** Before a decision on this sale is made, it is essential that that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.

We desperately NEED this woodland. This is not hyperbole.

With respect and hope,

Stephanie C. Bell  
42<sup>nd</sup> Ave S., next to Earth Works Park  
SeaTac, WA (River View neighborhood)

**From:** [Ris Fulmer](#)  
**To:** [CityCouncil](#)  
**Subject:** Please pause the sale of Tract C  
**Date:** Monday, September 23, 2024 1:55:19 PM

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*Dear Des Moines City Council:*

*Please pause the sale of "Tract C." Before a decision on this sale is made, it is essential that that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.*

*As you know:*

- 1. This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.*
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- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.*

*Many thanks for your consideration,*

*Marisa Fulmer*

**From:** [Turner Vanessa](#)  
**To:** [CityCouncil](#); [calkins.r@portseattle.org](mailto:calkins.r@portseattle.org); [cho.s@portseattle.org](mailto:cho.s@portseattle.org); [felleman.f@portseattle.org](mailto:felleman.f@portseattle.org); [hasegawa.t@portseattle.org](mailto:hasegawa.t@portseattle.org); [mohamed.h@portseattle.org](mailto:mohamed.h@portseattle.org); [commission-public-records@portseattle.org](mailto:commission-public-records@portseattle.org)  
**Cc:** [savedesmoinegreenspaces@gmail.com](mailto:savedesmoinegreenspaces@gmail.com); [Tim Irwin](#); [Sandy Hunt](#)  
**Subject:** Please reconsider the proposed Des Moines Creek West Business Park development  
**Date:** Tuesday, September 24, 2024 5:47:12 PM

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<p style="margin-right: 0in; margin-left: 0in; font-size: 15px; font-family: 'Calibri', sans-serif; margin: 0in; margin-bottom: 0.0001pt;">

<u><span style="color: #203864;">CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.</span></u>

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<p style="margin-right: 0in; margin-left: 0in; font-size: 15px; font-family: 'Calibri', sans-serif; margin: 0in; margin-bottom: 0.0001pt;">&nbsp;</p>

<p style="margin-right: 0in; margin-left: 0in; font-size: 15px; font-family: 'Calibri', sans-serif; margin: 0in; margin-bottom: 0.0001pt;">&nbsp;</p>

Vanessa Irwin  
21205 15th Ave S  
Des Moines, WA 98198  
[Vanessanturner@aol.com](mailto:Vanessanturner@aol.com)  
206-229-2850  
09-24-24

21630 11th Avenue S.  
Des Moines, WA 98198

Dear Members of the City of Des Moines City Council,

I am writing to express my opposition to the proposed Des Moines Creek West Business Park development, which would result in the destruction of over 500 trees, wetlands, and valuable green space at 1432 S. 216th Street. This area is vital not only for its natural beauty but for the significant environmental services it provides, including air purification, noise reduction, and wildlife habitat. The trees and wetlands play a crucial role in mitigating the harmful effects of living under the Sea-Tac flight path, including filtering pollutants such as jet fuel vapors and ultrafine particles.

The community, especially those living under the airport's flight path, is already disproportionately affected by air pollution, with higher risks of asthma, cancer, and other health issues. Removing this natural barrier would further degrade air quality, putting vulnerable populations, particularly children and the elderly, at greater risk.

Furthermore, the project would destroy valuable recreational trails and remove wildlife habitats critical to local biodiversity. The Des Moines Creek Trail, which is beloved by the community for outdoor activities, would be compromised, replacing serene green spaces with industrial infrastructure.

I urge the city to reconsider approving this development and instead explore alternative uses that preserve the area's environmental and recreational value. Saving this green space would not only benefit the environment but also protect the health and well-being of the community for generations to come.

In the words of my 4 year old that lives directly across the street "it would make me feel sad".

Thank you for your time and consideration.

Sincerely,  
Vanessa Irwin

**From:** [Richard Kennedy](#)  
**To:** [CityCouncil](#)  
**Subject:** Preserving architectural heritage in modern buildings  
**Date:** Wednesday, September 18, 2024 11:12:53 AM  
**Attachments:** [Where to find pieces of Seattle's architectural heritage in modern buildings The Seattle Times.pdf](#)

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CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Attached for your information is an article from Pacific NW Magazine that shows how pieces of architectural heritage can be preserved in new or remodeled construction.

-- Richard T. Kennedy, President  
-- Des Moines Historical Society  
-- PO Box 98055  
-- Des Moines, WA 98198-0055  
-- <http://www.dmhs.org/>

## Where to find pieces of Seattle's architectural heritage in modern buildings

Sep. 6, 2024 at 6:00 am | Updated Sep. 6, 2024 at 6:00 am



1 of 5 | The stone arched entrance to the Burke Building at Second Avenue and Marion Street was salvaged and placed on the plaza of the Jackson Federal Building. (Ken Lambert / The Seattle Times)

By [Lawrence Kreisman](#)

*Special to The Seattle Times*

IT WOULD TAKE many pages to list significant buildings in Seattle that have been lost in the past 170+ years, as natural disasters (fires, earthquakes) and man-made change (regrading, highways, commercial and residential construction) have reshaped the topography, replaced older buildings and filled open space.

The historic preservation community tries to get the word out that in the continuing push for sustainability, cities should encourage maintaining and upgrading old buildings. It is one of the best ways to improve the environment — preserving a building is greener than building green from scratch, and can make good business sense. Unfortunately, urban growth and the buzz about



“building green” often overshadow the value of the old buildings that stand in the way.

Some older buildings live on in bits and pieces, for better or for worse. Let’s call them an outdoor art gallery: fragments of buildings that once stood proudly to enliven streetscapes with their brick, stone or terra-cotta facades; welcoming entrances; and elegant ornamental features from top to bottom. Now they serve as gateways to new construction — retained historical facade pieces. Some are well done; others are ungainly and mismatched accessories to concrete, glass and steel-walled construction that make observers wonder, “Why bother?”

Several buildings that were utilitarian workplaces for commercial laundries, warehousing or manufacture — some of them designated landmarks — have undergone what preservationists label “facadectomies.” Given that the alternative to facade preservation is likely demolition, we need to rely on the sensitivity and design talents of architects and developers to find solutions that respect and relate to historically significant components rather than simply doing a “cut and paste.” It isn’t surprising that so many of the workhorses of the early 20th century have been sacrificed for higher-density uses in re-imagining the Denny Triangle, Cascade, South Lake Union and Pike/Pine neighborhoods.

Let’s start in South Lake Union and make our way through Seattle for this selective journey through our history’s building fragments.

### **Pacific Lincoln Mercury and William O. McKay Ford showrooms**

Westlake Avenue North and Mercer Street

*1922*

When it was determined that the widening of Mercer Street would require razing the Pacific Lincoln Mercury and William O. McKay Ford automobile showrooms, buildings that were settling and would have been challenging to move, Vulcan Real Estate, with the expert efforts of [BOLA Architecture + Planning](#), took the extraordinary step of preserving the significant terra-cotta facades by carefully deconstructing, cleaning, repairing, labeling and storing them, along with stone, carved wood window frames, leaded glass, the central stair, marble — even the ceramic-tile fountain of the Pacific McKay showroom — for eventual reinstallation on a new building at the site. While one could argue the merits of the Allen Institute’s new building design, as it bears no relationship in scale or materials to the reconstructed showroom, it does demonstrate a willingness to preserve an important landmark that speaks to an era when the automobile showroom had the glitz of a motion-picture palace.

### **The Seattle Times building**

1120 John St.

*R.C. Reamer, 1930-31*

In 1916, The Seattle Times building on Olive Way, faced in ornamental terra-cotta and designed by Bebb & Gould, reflected the best qualities of American Renaissance architecture. When the

newspaper moved from its signature flatiron building at what is still referred to as Times Square to Fairview Avenue and John Street in 1930-31, modernistic design aesthetics influenced architect R.C. Reamer to develop a headquarters that emphasized mass and proportion with Indiana limestone. The window spandrels were faced with decorative cast-aluminum panels in abstract motifs, and there were references to Classicism with fluted piers and simple cresting at the parapet. The aluminum entrance door grille, decorated with octagons and floral, spiral and wave motifs, was inspired by contemporary French decorative metalwork by Edgar Brandt and others at the 1925 International Exhibition of Modern Decorative and Industrial Arts in Paris, and incised floral ornament in limestone was used in the vestibule. The printing plant to the north used exposed concrete and industrial windows to echo the scale and proportions of its refined office building neighbor.

In 1996, The Times building was designated a city of Seattle Landmark. Fast forward to 2013, when The Seattle Times sold the building. Onni Group, a Vancouver, B.C., developer, built housing on the former parking lot to the south and planned two office buildings with retail on the north block, where The Times building sat. Because of its landmark status, an agreement was reached to preserve the south and east facades and incorporate these into new construction designed by [Perkins&Will](#). The project has been stalled, leaving the excavated site and a forlorn, graffiti-covered remnant of a distinguished Art Deco contributor to the city.

### **Troy Laundry towers and historic facade**

Fairview Avenue and Republican Street

*1927*

The Troy Laundry, originally located on East Republican Street, moved to its new, larger facility in 1927. Behind its handsome brick and terra-cotta facade was one of the largest commercial laundries in the city before The Seattle Times acquired it for its expanded operations. Designated a city of Seattle Landmark in 1996, its principal facades now form the base of two setback office towers developed by Touchstone. Its horizontal color banding references the terra-cotta-trimmed brick band of the historic building's parapet. And in a further acknowledgment of the laundry's history, an interior arcade displays artifacts, including a marquee sign, an operating laundry scale and benches made from old boiler valves.

### **Firestone Rubber Company**

400 Westlake Ave. N.

*1929*

On Jan. 24, 1930, The Seattle Daily Times extolled the Firestone Rubber plant as “one of the most modern tire structures in the West,” equipped with “thousands of dollars of ‘almost human’ mechanical equipment” and boasting a “one-stop shop for automotive service, a new idea for the era.” On its website, Martin Selig Real Estate touted the modern redevelopment of the Firestone Rubber Company as “a preserved landmark, in harmony with a modern addition.” But is it? How is

it in harmony with the 15-story glass curtain wall that hovers over it, albeit with a token setback behind the old building's parapet? And one can question whether the Firestone is truly a "preserved landmark" when, in fact, it is only a shell framing a completely new building.

### **Capitol Hill Auto Row**

Seattle's Pike/Pine neighborhood historically housed automobile showrooms, supply houses and repair shops. Most were one- and two-story buildings with structures to allow for spacious ground floors that could accommodate movement and servicing of cars. Given community concern about the number of these signature buildings being razed, the city established a [Pike/Pine Conservation Overlay District](#) with guidelines that have been expanded and amended "to strengthen measures for maintaining and enhancing the character of the Pike/Pine neighborhood." The results of these efforts have been mixed. And they bring into question whether it is better to make the effort to preserve these pieces that no longer have any connection to the multistory buildings constructed behind their walls, or to let them rest in peace.

In her insightful article in ARCADE, "What Price Facadism," Eugenia Woo, [Historic Seattle's](#) director of preservation services, addressed the meshing of old and new by saving the most visible part of an older building, rather than rehabilitating it and adapting it to new uses, as ignoring and destroying the essential meaning of the structure.

"Stripped of everything but its facade, a building loses its integrity and significance, rendering it an architectural ornament with no relation to its history, function, use, construction method or cultural heritage ... When its defining features are mostly removed and no longer part of an integrated whole, a building no longer demonstrates its authentic self. Further, the scale and massing of the new building change the rhythm and feel of a block and neighborhood ... Facadism is less preservation and more a begrudging compromise between the past and the future."

These are complicated projects that, along with the design and permitting process, often require additional time for public and city input. While changes to landmarked properties go through a series of reviews by the Seattle Landmarks Preservation Board and its Architectural Review Committee, even nonlandmarked buildings in the Pike/Pine conservation district are subject to community meetings and changes to the initial proposals. This occurred when the developers of the Phil Smart Mercedes-Benz dealership, a full block from East Pine to East Pike Street and Belmont to Boylston avenues, had to consider a number of buildings of different types and functions.

Some projects preserve significant facades and do a generally respectful incorporation of these. Pedestrians passing by experience the brick, colored tile or cream terra-cotta embellishments and might realize that a multistory building rises above it only if they look up. If you are curious, walk these blocks and come to your own conclusions about whether they are successful or disappointing. The Packard Building is at the corner of 12th Avenue at East Pine Street. The 1917 Kelly-Springfield Building, which originally housed a motor truck company, is at 11th Avenue between East Pine and East Pike streets. And across the street, the 1926 Sunset Electric Company, a supplier of automobile

electrical equipment with an appliance showroom, is at 1530 11th Ave.

### **The Burke Building**

Second Avenue and Marion Street

*Elmer Fisher, 1889*

One of the tragic early losses in Pioneer Square was the red brick and stone Burke Building. Fisher's signature post-Great Seattle Fire buildings sent an optimistic signal about Seattle's confident growth. In 1973, its replacement, the General Services building for the federal government (Henry M. Jackson Federal Building), paid homage to its predecessor, largely because architect Fred Bassetti designed a brick plaza and stairway from First Avenue to Second Avenue that incorporated the main entrance arch and numerous salvaged terra-cotta panels and parapet embellishments into his design. It made for a gentle, artful discovery as people ascended or descended. Critical repairs are now needed because of leaks and damage to the garage underneath, and it remains to be seen how this might impact this gift to the street.

### **Standard Record & Hi-Fi**

1028 N.E. 65th St.

*1947*

On Northeast 65th Street in the Roosevelt Business District sat a vestige of 1940s-era commercial Seattle: Standard Record & Hi-Fi. Opened in 1947 as Standard Radio, it was the post-World War II equivalent of the Apple Store, and its products were as much in demand as the iPhone is today. Its iconic streamlined facade was outfitted in structural glass veneer. The curving sheet metal canopy and neon lighting completed the look. These were identifiable features that set this and other progressive Streamline Moderne retailers apart from the more traditional 1920s-era brick of their storefront neighbors.

When it closed, the store's display windows announced that it was part of the new Sound Transit light rail station. In fact, it was not a part of it but would be a casualty of the construction.

Responding to community concerns, the North Link project offered: "Although the building is not officially designated a landmark, Sound Transit recognizes its importance to the neighborhood. In response to community requests, Sound Transit will attempt to preserve the 'Standard' sign or other components of the building and will consider how they might be incorporated into the station design." To its credit, the Sound Transit team salvaged and restored the signage and was able to remove a small amount of glass tile that does welcome riders to the station's Northeast 65th Street entrance.

### **The Metropolitan Tract**

Howells & Stokes

*1908-15*

The plan for the Metropolitan Tract, the progressive civic center developed on the 10-acre site of downtown's Territorial University, included a harmonious grouping of brick and terra-cotta office and retail buildings facing each other along Fourth Avenue. The Cobb Building remains, but the White-Henry-Stuart buildings that were built in sections and covered the entire east side of Fourth Avenue were demolished for the Rainier Square Tower and shopping mall in 1974. Salvaged at that time were several of the terra-cotta busts of American Indian chiefs with ceremonial headdresses who were often mistaken for Chief Seattle. Local modeler Victor Schneider was responsible for fabricating the clay molds to be fashioned into the multiple terra-cotta pieces to form each relief. Several variants of these pieces still can be seen — at the entrance to the Cobb Building, the Washington State Convention Center lobby on Pike Street, outside the Museum of History & Industry and at the Daybreak Star Indian Cultural Center in Discovery Park.

### **Perry Hotel**

1019 Madison St.

*1906-07*

“Perry Flats underway ... New York Apartment house transplanted in Seattle,” announced the Seattle Post-Intelligencer on Oct. 21, 1906. Joseph S. Coté and W. Marbury Somervell, who had been sent to Seattle by the New York firm of Heins & LaFarge to supervise construction of Saint James Cathedral, designed this eight-story brick building on the southwest corner of Boren and Madison. By 1910, due in part to completion of the nearby Sorrento Hotel, which enticed some residents to relocate there, the Perry's popularity declined. In 1915, Mother Frances Xavier Cabrini purchased the property and turned it into the Columbus Sanitarium, later renamed Columbus Hospital. The building had structural issues that would have made repairs and reuse costly. This led to its razing in 1995 for low-cost housing for the elderly. The Cabrini organization intended to incorporate much of the terra-cotta ornamentation into a new, larger building, but this did not happen in the final abbreviated development. Only the terra-cotta entrance was preserved and installed into the Cabrini Medical Tower to the south on Boren Avenue near Madison Street, with several additional remnants displayed in the lobby.

### **Temple De Hirsch Sinai**

15th Avenue East and East Union Street

*J.F. Everett, 1907-08*

Temple De Hirsch Sinai congregation is the oldest (1897) and the largest Jewish congregation in the Puget Sound region. Its members include civic leaders and businesspeople who contributed greatly to the growth of the community and to the Northwest. Named for Baron de Hirsch, a benefactor who assisted Eastern European Jews in their efforts to reach America and start new lives, the temple was completed in 1908 in the Neoclassical style. Clad in buff-colored brick with terra-cotta trim, its west front consisted of a Doric-columned entrance portico flanked by two substantial bell towers. Both towers originally terminated in rich Baroque belfries and cupolas, later removed. The temple, long

vacant and decaying, was demolished in 1992, and only a few remnants of the dignified facade stand watch over the site today.

### **Costa Vista apartments / Group Health Cooperative / Kaiser Permanente Washington courtyard**

Originally 15th Avenue North and East John Street

*J. Lister Holmes, 1926*

During the rapid development of Capitol Hill for multifamily apartments, The Seattle Daily Times on Dec. 5, 1926, featured a photograph and an article announcing the opening of the Costa Vista, a “beautiful brick structure of 28 apartments.” It described its style as “of the Mediterranean type executed in buff tapestry brick and glazed terra-cotta.” The Medical Security Clinic had acquired the 55-bed St. Luke’s Hospital on Capitol Hill. It was purchased by the fledgling Group Health Cooperative (GHC) in early 1946, which maintained its clinic downtown in the Securities Building. When rent was hiked, GHC negotiated with then-owner Mrs. Westover to purchase the Costa Vista apartment building in 1951, and the new clinic opened there in 1952 after extensive remodeling. St. Luke’s Hospital and Costa Vista were razed for a new 173-bed hospital building in 1960. The colorful floral terra-cotta embellishments from the top of the Costa Vista can be enjoyed from the Kaiser Permanente Washington garden courtyard.

### **Terminal Sales Annex building/Puget Sound News Company**

1931 Second Ave.

*Bebb & Gould, 1915*

Lest we think that the days of sacrificing the building but doing token acknowledgment by keeping the facade are over, other projects do appear. The latest is a proposal for a 42-story hotel and residential building to rise around and over the elegant Gothic Revival terra-cotta-clad Terminal Sales Annex building (originally Puget Sound News Company). In 1915, Bebb & Gould was a master of several architectural idioms, judging from its Renaissance Revival Seattle Times building and the Collegiate Gothic quadrangles and library at the University of Washington. The proposed redevelopment of the Terminal Sales Annex site goes back a decade. The current design by [Ankrom Moisan architects](#) and [Kengo Kuma & Associates](#) has faced numerous revisions in consultation with the Seattle Landmarks Preservation Board, which recently approved the project for a second time because the developer sought a different design and program. Given the number of apartment projects that have stalled downtown and in the Denny Triangle, it might be years before any activity begins here.

*Editor’s note: An earlier version of this story incorrectly identified the developer of the Troy Block. It was Touchstone, not Vulcan.*

*Lawrence Kreisman is a former 20-year program director at Historic Seattle and wrote several hundred Northwest Living articles focusing on historic homes and historic preservation for Pacific NW magazine from 1988 to 2012. Contact him at kreisman31@gmail.com. Ken Lambert is a Seattle Times staff photographer: klambert@seattletimes.com.*

 [View 17 Comments / 17 New](#)

**From:** [April Lynn](#)  
**To:** [CityCouncil](#)  
**Subject:** Prevent the sale of Tract C.  
**Date:** Wednesday, September 25, 2024 11:00:16 AM

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[CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.](#)

To Des Moines City Council,

Firstly, thank you for taking the time to read my email.

Des Moines Creek Trail and its surrounding wilderness means a lot to myself, my friends, and people of our community. It is one of the last truly wild places left that you can escape and almost forget that you are in the middle of a successful city. So much wilderness in the area has already been taken away in the name of profit, and there is so little left to enjoy. Here are a few reasons why we should keep this the way it is:

- There are a couple of trails in this area that are really fun to run on and hike on for a lot of people. I personally feel safe as a woman running over here because there are always other people during the day. It would really suck to lose this community recreational space.
- Making forested land into a warehouse and parking lot would take away from the mental health of many that live nearby and many that use it.
- What would this mean for the water that runs closely nearby and the fragile ecosystems? How much more pollution and noise would this bring?

Thank you for your consideration in this matter. It would truly be a shame to lose this wonderful area.

April Goodall



**From:** [Jason Gorman](#)  
**To:** [City Council](#)  
**Subject:** Protect Your Legacy and Our Forests  
**Date:** Monday, September 23, 2024 1:59:57 PM

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CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

To the Esteemed Members of the Des Moines City Council:

*Please pause the sale of "Tract C." Before a decision on this sale is made, it is essential that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.*

*As you know:*

- 1. This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.*
- 2. Tract C is a small street owned by the City. Panattoni Development Company wants to acquire this and make it a private street for its own purposes.*

*Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations and the new City Manager has had an opportunity to examine them:*

- Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.*
- Des Moines Water District 54 has documented concerns of threats to their wells which are downslope from the project.*
- The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.*
- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.*
- Stormwater drainage has already failed and is causing downstream erosion that poses a*

*threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.*

*Many thanks for your consideration,*

*Jason Gorman*

**From:** [T French](#)  
**To:** [CityCouncil](#)  
**Subject:** Stop killing trees  
**Date:** Monday, September 23, 2024 12:05:22 PM

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CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Please keep the wee forest. We need trees in Des Moines.

Thank you  
Tracey French

**From:** [Saundra Mock](#)  
**To:** [CityCouncil](#)  
**Subject:** The trees!  
**Date:** Wednesday, September 25, 2024 12:12:09 PM

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*Dear Des Moines City Council:*

*Please pause the sale of "Tract C." Before a decision on this sale is made, it is essential that the current citizens' challenge to the Des Moines Creek Business Park West project has been heard and decided (October 18th), and that incoming Des Moines City Manager Katherine Caffrey has not only begun her term on November 1st, but also has had a chance to get up to speed on this environmentally consequential project.*

*As you know:*

- 1. This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 400,000+ sq ft industrial building and parking for 400 vehicles - along with all the associated pollution, traffic, noise, and light.*
- 2. Tract C is a small street owned by the City. Panattoni Development Company wants to acquire this and make it a private street for its own purposes.*

*Waiting to decide on this sale is necessary so that, at minimum, the following factors are properly included in your considerations and the new City Manager has had an opportunity to examine them:*

- Converting this forested land to a warehouse would take a terrible toll on the health of Des Moines citizens who already suffer from health impacts living so close to the airport.*
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- Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.*
- Stormwater drainage has already failed and is causing downstream erosion that poses a threat to DM Creek. The City of Des Moines has failed to regulate and resolve the existing*

*damage that actively threatens Des Moines Creek, a salmon-bearing stream.*

*Many thanks!*

*Sandra Mock*

Get [Outlook for iOS](#)

**From:** [Tony Collier](#)  
**To:** [CityCouncil](#)  
**Subject:** Track C sales  
**Date:** Monday, September 23, 2024 12:03:43 PM

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<p style="margin-right: 0in; margin-left: 0in; font-size: 15px; font-family: 'Calibri', sans-serif; margin: 0in; margin-bottom: 0.0001pt;">

<u><span style="color: #203864;">CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.</span></u>

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<p style="margin-right: 0in; margin-left: 0in; font-size: 15px; font-family: 'Calibri', sans-serif; margin: 0in; margin-bottom: 0.0001pt;">&nbsp;</p>

<p style="margin-right: 0in; margin-left: 0in; font-size: 15px; font-family: 'Calibri', sans-serif; margin: 0in; margin-bottom: 0.0001pt;">&nbsp;</p>

As a life long resident:

I have lived here all my life of 48 years now!

I have walked so called now DES Moines creek trail back in n the 80s when it was just dirt and gravel. In fact some of those trails have been made by my self & a best friend may he now rest in peace .. I was & myself had found a murder victim back there in the 80s ... I rode bikes and dirt bikes back there... I believe it should stay the way it is and undeveloped from all developments now and forever . Stop the sales.

T.C.

SeaTac/Burien/Des Moines.

**From:** [Matthew Baderstadt](#)  
**To:** [CityCouncil](#)  
**Subject:** Tract C  
**Date:** Monday, September 23, 2024 2:43:35 PM

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To whom it may concern,

I am writing to the Des Moines City Council concerning a proposed sale of "Tract C" to Industrialized Private Enterprises with the hopes that the council will reconsider this course of action. I have lived in this area for a couple of years now and the entire time I have been receiving one email or another sounding the alarm that a new corporation or business wants to acquire and destroy the natural areas surrounding SEATAC Airport and its neighboring suburbs.

Seattle is known internationally as "The Emerald City" for a reason. The forests are what make Seattle so desirable to live here, not the tech community, not corporations, and certainly not industrial parks.

And every year multiple companies decide none of that matters if they can convince the city to let them have it for money, at the cost of the city's soul. Bit by bit. Inch by inch. Acre by acre. This project threatens natural water supplies and wells. It threatens natural habitats and undermines the quality of life for all living in proximity, both human and wildlife. As pointed out by the defenders of SEATAC group, these ramifications have already been noted due to other development that proceeded despite citizen protest. This project could only exacerbate the situation.

These lands are a boon to all who live here, in shade, air quality, noise and light suppression, and to the natural beauty of the city that helps bolster its tourism trade as well as a much needed repose from the professional grind required by the corporate zeitgeist, downtown.

Please halt or end the Tract C proposal for the sake of your citizens and the well being of the city's future. There are plenty of alternate areas with less impact to be had that this land does not need to be an option at all.

Thank you for your time and attention,

Matthew Baderstadt

**From:** [Carol Liedke](#)  
**To:** [CityCouncil](#)  
**Subject:** Tract "C"  
**Date:** Monday, September 23, 2024 11:41:41 AM

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RE TRACT 'C'

Our area needs to keep the trees / trails / wetlands for the enjoyment of families. We DON'T NEED MORE WAREHOUSES!

Carol Liedke



**From:** [Kay Farrell](#)  
**To:** [City Council](#)  
**Subject:** Trails  
**Date:** Monday, September 23, 2024 12:20:09 PM

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<p style="margin-right: 0in; margin-left: 0in; font-size: 15px; font-family: 'Calibri', sans-serif; margin: 0in; margin-bottom: 0.0001pt;">

<u><span style="color: #203864;">CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.</span></u>

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<p style="margin-right: 0in; margin-left: 0in; font-size: 15px; font-family: 'Calibri', sans-serif; margin: 0in; margin-bottom: 0.0001pt;">&nbsp;</p>

<p style="margin-right: 0in; margin-left: 0in; font-size: 15px; font-family: 'Calibri', sans-serif; margin: 0in; margin-bottom: 0.0001pt;">&nbsp;</p>

I urge you to protect trees & forest land in Des Moines (Des Moines Creek & Barnes Creek). It is important that our forested recreational trails be preserved & no trees destroyed. Thanks. Kay Farrell

Sent from my iPhone

**From:** [Barbara McMichael](#)  
**To:** [CityCouncil](#)  
**Subject:** Why I'm requesting a further pause on Tract C Sale at "Des Moines Creek Business Park West"  
**Date:** Monday, September 23, 2024 11:59:34 PM

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Dear Des Moines City Council:

I know our city is hurting for money, but the sale of Tract C has a "bad smell."

I was at the Port of Seattle meeting where I saw Port staff exchanging fist-bumps with the developer (Panattoni) after the Port Commission voted to authorize making the offer to purchase Tract C -- Port staff did this in front of the citizens from Des Moines who had been at that meeting to testify against the sale.

Also, as my friends were leaving at the end of the September 12 Des Moines City Council meeting, they heard our interim city manager apologize for the unexpected postponement of the vote to sell -- he was speaking to the fellow who had been sitting in the audience and was apparently the developer's representative. I don't know why Mr. George felt the need to apologize for the City Council's action.

It just doesn't seem right to accept money for that piece of property before two things happen:

1. The current Des Moines residents' challenge to the Mitigated Determination of Nonsignificance re the Des Moines Creek Business Park West project has been heard and decided on October 18.

AND

2. Our incoming Des Moines City Manager Katherine Caffrey begins her job on November 1, and has been brought up to speed on this environmentally consequential project that is of such concern to Des Moines neighbors. She needs to know that:

- Our city has been operating without benefit of a planning commission or a strategic plan. This is highly irregular, and has prevented a thorough vetting process to take place regarding the approval of construction projects.

- As reported on page 8 in the Spring 2024 issue of the city's Currents magazine: **"Public participation in the City of Des Moines Comprehensive Plan Update Survey was a success. The community survey on the Comprehensive Plan Update garnered the most responses of any survey conducted by the City in recent years."** The article went on to the top five topics that respondents identified, "in order of priority" - and **"Preserving natural space" was the top priority.** I've attached a copy of that page for your handy reference.

- This Business "Park" project would replace a forest of 500 trees and two popular trails into Des Moines Creek with a 402,000 sq ft industrial building and enough asphalt to park 400 vehicles.

The project is estimated to bring in more than 800 additional vehicle trips a day - many of which, we can assume, would be large trucks. Consider the associated pollution, traffic, noise, and light!

• **Many of us in Des Moines already live in a zone rated #10 - the WORST category** - in the Washington State Department of Health's [Map of Environmental Health Disparities](#). It is clear that Des Moines citizens already suffer from frightening and costly health impacts in living so close to the airport. (Personally, I've experienced seizures brought on by a brain anomaly diagnosed in 2022. And this year I was diagnosed with an unrelated case of cancer.) I expect my Councilmembers to do everything possible to safeguard the health of all Des Moines residents.

• Des Moines Water District 54 has documented concerns of threats to their wells which are downslope from the project.

• The current woodland trails are very popular with hikers, dog-walkers, bird-watchers and bicyclists from Des Moines and the surrounding areas. Construction of this development would obstruct and disrupt an important recreational amenity in the City of Des Moines.

• Developments along the 24th Avenue S corridor have already had a negative impact on wildlife habitat and local wetlands.

• Stormwater drainage has already failed and is causing downstream erosion that poses a threat to Des Moines Creek. The City of Des Moines has failed to regulate and resolve the existing damage that actively threatens Des Moines Creek, a salmon-bearing stream.

That is why I'm writing to ask you - please - to pause the sale of "Tract C" until these important concerns are taken into full account in a deliberate way - not rushed through for the sake of a quick buck.

Many thanks for your consideration,

Barbara McMichael  
22810 Thunderbird Drive, Des Moines

# CITY COUNCIL REGULAR MEETING

## Speaker Sign-Up Sheet

September 26, 2024



1

| NAME (PLEASE PRINT)                       | ADDRESS                                            | TOPIC                                   | PHONE/E-MAIL ADDRESS                                           |
|-------------------------------------------|----------------------------------------------------|-----------------------------------------|----------------------------------------------------------------|
| ✓ Dave Kaplan, <sup>Port of Seattle</sup> | 2614 S. 226 <sup>th</sup> , B303                   | SAMP NTP NEA EA                         | Kaplan.D@portseattle.org                                       |
| ✓ Jrian Davis                             | 14928 22nd Ave SW Jurien<br>Jurien Airport Shuttle | 2-2117                                  | JDavis2AC@gmail.com                                            |
| ✓ Barbara M. Michael<br>TC                | 22810 Thundersound Dr                              | Des M. Crk Bus Pk W                     | 206-878-6912                                                   |
| ✓ Olivia Bronson                          | 1139 S 211th pl<br>Des Moines Hill                 | Des M. Crk Tract C B&Pk                 | 406.545.1998                                                   |
| ✓ STARK KENN                              | 22005 - 7th<br>D.M.                                | Bud set                                 | 907 723. 8775                                                  |
| ✓ Sherrie Miller TC                       | 16485 246th                                        | DM Creek Bus Park                       | desmillers@comcast.net                                         |
| ✓ Doug Miller TC                          | 16485. 246 <sup>th</sup> Pl                        | DM Creek Bus Park                       | busbiker@hotmail.com                                           |
| ✓ Gleen Lambert TC                        | 1503 S 222nd St.                                   | DM creek <del>park</del><br>lot C       | lambertg@gmail.com <sup>Lambert<br/>TC<br/>smart<br/>com</sup> |
| ✓ Lloyd Lytle                             | 23925 maneville dr. S                              | DM creek, Zenith<br>Hillside            | lloydelytle@gmail.com                                          |
| ✓ George Pettibone                        | 23838 MVD                                          | Zenith Hillside                         | gepettibone@comcast.net                                        |
| ✓ Jim Lampariello                         | 22328 6th Aves                                     | LEVY LIFT                               | rocketfan45@gmail.com                                          |
| ✓ Anne Krueker TC                         | 27915 10th Aves                                    | Barnes Creek Trail parcel<br>Des Moines | annek@36524.com                                                |

# CITY COUNCIL REGULAR MEETING

## Speaker Sign-Up Sheet

September 26, 2024



| NAME (PLEASE PRINT) | ADDRESS                  | TOPIC  | PHONE/E-MAIL ADDRESS |
|---------------------|--------------------------|--------|----------------------|
| ✓ Alex Reyes        | S. 224 <sup>th</sup> St. | Prop 1 | alerey@msn.com       |
| ✓ Isaac Helgas      | S 219 <sup>th</sup> St   | Prop 1 | 206-396-4671         |
| ask) Vic Demington  |                          | Prop 1 |                      |
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Lloyd Lytle

Mary Fleck

Jenny Russo

Claire Perfitt

John Kaur

Tract C

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Des Moines

Seattle

Des Moines

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