

**STUDY SESSION DES MOINES CITY COUNCIL – November 1, 2012 - 7:00 p.m.
21630 11th Avenue South, City Council Chambers**

CALL TO ORDER

PLEDGE OF ALLEGIANCE TO THE FLAG

ROLL CALL

COMMENTS FROM THE PUBLIC: Note: **Comments must be limited to the items of business on the Study Session Agenda per Council Rule 10.** Please sign in prior to the meeting and limit your comments to three minutes.

DISCUSSION ITEMS:

	<u>DISCUSSION LEADER:</u>	<u>GOAL:</u>	<u>EST. TIME:</u>
1. MCI 2013-2018 Capital Improvement Plan Page 1	Finance Director Paula Henderson	Direction	20 min
2. Marine View Drive Pedestrian Enhancements Study Results Page 79	Interim Public Works Director Dan Brewer	Direction	30 min
3. Marina & Beach Park Development Plan Briefing Advisory Committee Recommendation Page 129	Pks Rec Sr Svcs Director Patrice Thorell Harbormaster Joe Dusenbury	Direction	45 min
4. 2013 Budget (continued) Page 157	City Manager Tony Piasecki Finance Director Paula Henderson	Direction	30 min

NEXT MEETING DATE: Regular Meeting November 8, 2012

ADJOURNMENT

A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Years 2013 – 2018 Draft Capital Improvement Plan (CIP) For Municipal Capital Improvement (MCI)

ATTACHMENTS:

- 1: PowerPoint Presentation
2. MCI 2013-2018 Draft CIP

FOR AGENDA OF: November 1, 2012

DEPT. OF ORIGIN: Finance

DATE SUBMITTED: October 24, 2012

CLEARANCES:

Finance pl

APPROVED BY CITY MANAGER

FOR SUBMITTAL: AA

Purpose and Recommendation

The purpose of this report is to present to the City Council the Years 2013 – 2018 Draft Capital Improvement Plan for the Municipal Capital Improvement Fund.

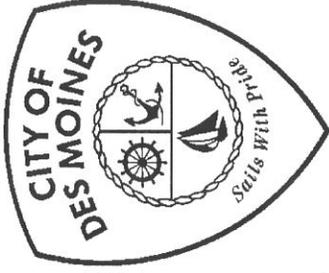
Background

The Capital Improvement Plan provides a multi-year list of proposed capital expenditures and associated operating costs for the City. The Growth Management Act of 1990 requires communities to adopt comprehensive plans to guide the orderly development of growth. Also, the Plan focuses the community and Council's attention on prioritizing projects, given the competing needs for projects.

Tonight's briefing will present the 2013 – 2018 Capital Improvement Plans for the Municipal Capital Improvement Fund.

Recommendation

None.



City of Des Moines

2013 – 2018 CIP Municipal Capital Improvement

MCI 2013 – 2018 CIP

- **Projects completed in 2012**
 - Auditorium
 - Auditorium Roof Replacement
 - Field House Restrooms
 - Beach Park Mud Slide
 - City-Wide Energy Savings & Utility Imprv

MCI 2013 - 2018 CIP

	2013	2014	2015	2016	2017	2018
DM Beach Park Rehab-Dining Hall Rehabilitation						
Expenditure	\$ 875,025					
Funding Sources:						
REET (2013 Tsf from Auditorium Roof Project)	\$ 93,375					
REET (2013-14 Tsf from BP Interim Repairs)	31,650	\$ 93,804				
Washington State Heritage Funds (Unconfirmed)	750,000					
	\$ 875,025	\$ 93,804				
Entryway Signage/Waterfront District						
Expenditure	\$ 162,510					
Funding Sources:						
TBD-Outside Funding	162,510					
	\$ 162,510					
DM Creek Urban Trail Imprv (Project Included in Transportation CIP)						
Expenditure	\$ 156,843					
Funding Sources:						
King County Parks Lew	\$ 110,166					
MCI	777					
REET	45,900					
	\$ 156,843					

MCI 2013 - 2018 CIP

	2013	2014	2015	2016	2017	2018
Playground at Beach Park						
Expenditure	\$	199,075				
Funding Sources:						
REET	\$	100,000				
RCO/KCYSF (Unconfirmed)	\$	99,075				
	\$	199,075				
Parkside Playground Repair & Replacement						
Expenditure	\$	360,889				
Funding Sources:						
DOE/CDBG		360,889				
	\$	360,889				

MCI 2013 - 2018 CIP

	2013	2014	2015	2016	2017	2018
OTHER PROJECT EXPENDITURES NOT FULLY FUNDED						
Beach Park Sun Home Lodge			594,500			
Beach Park Picnic Shelter		488,875	123,366			
Beach Park Founders Lodge Repairs					997,000	
Beach Park Carlson House Rehabilitation			256,665			
Beach Park Turf Repair & Irrigation Projects			150,150			
Beach Park Roadside Cabin Rehabilitation			84,520			
Beach Park Restroom Building		562,300				
Beach Park Roadway & Parking Overlays		227,125				
Beach Park Sports Cabin Rehabilitation		65,512				
Beach Park Undergrounding Utilities		151,500				
Beach Park Replace Wooden Bridge		50,300				
Beach Park Caretakers Cabin Rehabilitation		77,890				
Lifecycle Park Replacement Projects (Funded by: REET \$291,812; Park In Lieu Fee \$21,650; TBD \$628,307)			162,480	278,909	228,480	271,900

MCI 2013 - 2018 CIP

	2013	2014	2015	2016	2017	2018
OTHER PROJECT EXPENDITURES NOT FULLY FUNDED (Continued)						
SJU Park Phase C-3/Parking Lot (Funded by: Park-in-Lieu \$148,350; MCI \$20,000; TBD \$217,690)					77,790	308,250
Keyless Entry System (CH/PWSC/PW Engineering)	83,272					
City Hall Parking Lot Rebuild		60,000				
Activity Center Emergency Generator		92,000				
Police Storage Bldg for Seized Property			300,000			
Sonju Outbuildings Demos & Landscape Restoration						43,300
Activity Center Future Expansion Project						4,019,250
Midway Park Expansion						1,020,000
SJU Park Final Phase/Soccer Field, Lighting, Parking (Funded by: RCO Grant \$500,000; Park-in-Lieu \$50,000; MCI \$50,000; TBD \$818,000)					1,418,000	
South Des Moines Park Acquisition (Funded by: RCO Grant \$1,000,000; Park Impact Fees \$50,000; TBD \$1,000,000)						2,050,000
TOTAL PROJECT EXPENDITURES NOT FULLY FUNDED	\$ 83,272	\$ 1,775,502	\$ 1,671,681	\$ 278,909	\$ 2,721,270	\$ 7,712,700
UNIDENTIFIED FUNDING SOURCES	\$ 83,272	\$ 1,775,502	\$ 1,611,769	\$ 204,109	\$ 1,926,380	\$ 2,741,240

MCI 2013 - 2018 CIP

	2013	2014	2015	2016	2017	2018
Beginning Fund Balance	\$ 132,733	\$ 18,615	\$ 63,961	\$ 134,899	\$ 186,211	\$ 118,521
LOCAL REVENUES						
Interest Earnings	\$ 500	\$ 400	\$ 400	\$ 1,200	\$ 2,400	\$ 3,000
Real Estate Excise Tax	500,000	500,000	500,000	500,000	500,000	500,000
Park In Lieu Fees	10,000	47,500	50,000	50,000	50,000	50,000
Tsf from General Fund		100,000			100,000	150,000
Impact Fees						50,000
TOTAL LOCAL REVENUES	\$ 510,500	\$ 647,900	\$ 550,400	\$ 551,200	\$ 652,400	\$ 753,000
TOTAL PROJECT REVENUES	750,000	99,075	594,500	-	500,000	4,519,250
UNIDENTIFIED FUNDING SOURCES	245,782	2,338,536	1,017,269	204,109	1,926,380	2,741,240
TOTAL REVENUES & FUND BALANCE	\$ 1,639,015	\$ 3,104,126	\$ 2,226,130	\$ 890,208	\$ 3,264,991	\$ 8,132,011
TOTAL PROJECT EXPENDITURES	\$ 1,277,650	\$ 2,631,415	\$ 1,671,681	\$ 278,909	\$ 2,721,270	\$ 7,712,700
DEBT SVC 2008 REF BOND ISSUE	\$ 122,750	\$ 123,750	\$ 119,550	\$ 125,088	\$ 125,200	\$ -
TSF TO TRANSPORTATION CIP FUND	220,000	285,000	300,000	300,000	300,000	300,000
TOTAL EXPENDITURES	\$ 1,620,400	\$ 3,040,165	\$ 2,091,231	\$ 703,997	\$ 3,146,470	\$ 8,012,700
ENDING FUND BALANCE	\$ 18,615	\$ 63,961	\$ 134,899	\$ 186,211	\$ 118,521	\$ 119,311
RESERVED FUND BALANCE	14,323	61,823	90,173	140,173	62,383	41,823
UNRESERVED FUND BALANCE	\$ 4,292	\$ 2,138	\$ 44,726	\$ 46,038	\$ 56,138	\$ 77,488



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

2013 - 2018 APPROVED CIP

	2011 Act	2012 Est	2012 Amd	2013	2014	2015	2016	2017	2018	2013-2018 6-YEAR TOTAL
BEGINNING FUND BALANCE	\$ 866,065	\$ 243,763	\$ 243,763	\$ 132,733	\$ 18,615	\$ 63,961	\$ 134,899	\$ 186,211	\$ 118,521	\$ 1,327,733
LOCAL REVENUES	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfer from Facility Repair & Repl Fund	177,000	-	-	-	-	-	-	-	-	-
Transfer from Facility Repair & Repl Fund	38,945	-	-	-	-	-	-	-	-	-
Transfer from Facility Repair & Repl Fund	116	246	1,400	500	400	400	1,200	2,400	3,000	7,900
Interest Earnings	403,444	430,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000
Real Estate Excise Tax	30,196	-	20,000	10,000	47,500	50,000	50,000	50,000	50,000	257,500
Park In Lieu Fees	-	-	-	-	-	-	-	-	-	50,000
Impact Fees	-	-	-	-	100,000	-	-	100,000	-	150,000
Transfer-in from General Fund	150,000	-	-	-	-	-	-	-	-	350,000
Transfer-in from General Fund	26,150	-	-	-	-	-	-	-	-	-
Transfer-in from Debt Svc Fund 218	352	-	-	-	-	-	-	-	-	-
TOTAL LOCAL REVENUES	\$ 834,203	\$ 430,246	\$ 521,400	\$ 510,500	\$ 647,900	\$ 550,400	\$ 551,200	\$ 652,400	\$ 753,000	\$ 3,665,400
PROJECT REVENUES	\$ -	\$ 111,127	\$ 246,856	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WA State Heritage Funds (Confirmed)	-	-	-	750,000	-	-	-	-	-	750,000
4-Culture Arts Grant (Unconfirmed)	-	-	46,523	-	-	-	-	-	-	46,523
WA State Heritage Funds (Unconfirmed)	-	-	-	-	-	594,500	-	-	-	594,500
RCO (Confirmed, July 2009)	36,265	-	-	-	-	-	-	-	-	-
Federal Grants	58,076	874	54,334	-	-	-	-	-	-	-
King County Parks Levy	52,269	49,200	55,000	-	-	-	-	-	-	-
WA State Heritage Funds (Confirmed)	77,279	-	-	-	-	-	-	-	-	-
Contributions (DMLF not confirmed)	29,828	6,507	74,335	-	-	-	-	-	-	-
WA State Heritage Funds (Confirmed)	8,833	-	-	-	99,075	-	-	-	-	99,075
RCO/KCYF (unconfirmed)	-	-	-	-	-	-	-	-	-	-
CDBG	-	-	-	-	-	-	-	-	500,000	500,000
Bond Proceeds	-	-	-	-	-	-	-	-	3,019,250	3,019,250
RCO	-	-	-	-	-	-	-	500,000	-	500,000
RCO	-	-	-	-	-	-	-	-	1,000,000	1,000,000
FEIMA	319,229	17,512	17,512	-	-	-	-	-	-	354,253
State Emerg Mgt	53,205	2,919	2,919	-	-	-	-	-	-	59,043
State Treasurer Local Pgm	115,725	-	-	-	-	-	-	-	-	115,725
ARRA/ECCBG Grant	135,000	-	-	-	-	-	-	-	-	135,000
Utility Rebates	-	15,958	23,000	-	-	-	-	-	-	38,958
TOTAL PROJECT REVENUES	\$ 885,709	\$ 204,097	\$ 520,479	\$ 750,000	\$ 99,075	\$ 594,500	\$ -	\$ 500,000	\$ 4,519,250	\$ 6,462,825



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

2013 - 2018 APPROVED CIP

	2011 Act	2012 Est	2012 Amd	2013	2014	2015	2016	2017	2018	2013-2018 6 - YEAR TOTAL
UNIDENTIFIED FUNDING SOURCES										
To Be Determined				83,272						\$ 83,272
To Be Determined					488,875	102,568	204,109	111,380	210,250	628,307
To Be Determined					360,889	123,366				612,241
To Be Determined					75,000					360,889
To Be Determined									1,020,000	75,000
To Be Determined					187,145					1,020,000
To Be Determined					92,000					187,145
To Be Determined						300,000				92,000
To Be Determined									43,300	300,000
To Be Determined				162,510						43,300
To Be Determined									250,000	162,510
To Be Determined									217,690	250,000
To Be Determined								818,000		217,690
To Be Determined									1,000,000	818,000
To Be Determined								997,000		1,000,000
To Be Determined										997,000
Other Beach Park Projects:										
To Be Determined						256,665				256,665
To Be Determined						150,150				150,150
To Be Determined					562,300					562,300
To Be Determined						84,520				84,520
To Be Determined					227,125					227,125
To Be Determined					65,512					65,512
To Be Determined					151,500					151,500
To Be Determined						50,300				50,300
To Be Determined					77,890					77,890
TOTAL UNIDENTIFIED REVENUES										
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	2,585,977	878,106	1,285,642	1,639,015	3,104,126	2,226,130	890,208	3,264,991	8,132,011	18,651,002
TOTAL REVENUES & FUND BALANCE										



2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement

2013 - 2018 APPROVED CIP

	2011 Act	2012 Est	2012 Amd	2013	2014	2015	2016	2017	2018	2013-2018 6 - YEAR TOTAL
PROJECT EXPENDITURES										
Des Moines Beach Park Rehab-Auditorium	503,956	194,610	194,610	843,375	-	-	-	-	-	843,375
Des Moines Beach Park Rehab-Dining Hall	359,137	59,178	47,273	31,650	93,804	-	-	-	-	125,454
Des Moines Beach Park Interim Repairs	-	-	-	-	-	594,500	-	-	-	594,500
Des Moines Beach Park Rehab-Sun Home Lodge	-	-	-	-	488,875	123,366	-	-	-	612,241
Des Moines Beach Park Rehab-Picnic Shelter	-	-	-	-	-	-	-	997,000	-	997,000
Des Moines Beach Park Rehab-Founders Lodge Repairs	-	-	-	-	-	-	-	-	-	-
DM Creek Trail Wit-Downtown Connections	94,422	1,010	11,510	-	-	-	-	-	-	156,843
Grandstand Restoration	66,299	-	-	-	-	-	-	-	-	199,075
Field House Park Ballfield Expansion	27,414	-	-	-	-	-	-	-	-	199,075
DM Urban Trail Imprv (Tsf to Trans CIP)	100,000	43,157	200,000	156,843	-	-	-	-	-	156,843
Playground Repair and Replacement - Beach Park	-	-	-	-	199,075	-	278,909	228,480	271,900	199,075
Lifecycle Park Replacement Projects	-	-	-	-	-	162,480	-	-	-	162,480
Field House Renovation	92,573	19,961	19,962	-	-	-	-	-	-	941,769
Steven J Underwood Meml Park C-3 Parking Lot	-	-	-	-	-	-	-	77,790	306,250	386,040
Parkside Park & Playground Repair & Replacement	-	-	-	-	360,889	-	-	-	-	360,889
City Hall Parking Lot Rebuild	-	-	-	-	75,000	-	-	-	-	75,000
City Hall/Engineering Emergency Generator	-	-	-	-	187,145	-	-	-	-	187,145
Activity Center Emergency Generator	-	-	-	-	92,000	-	-	-	-	92,000
Police Dept Storage Building for Seized Property	-	-	-	-	-	300,000	-	-	-	300,000
Demo Sonju Property Outbuildings	-	-	-	-	-	-	-	-	43,300	43,300
Marina District Banners and Readerboards	-	-	-	162,510	-	-	-	-	-	162,510
Keyless Entry Systems (CHIP/WSC/PW Engineering)	-	-	-	83,272	-	-	-	-	-	83,272
Activity Center Expansion	-	-	-	-	-	-	-	-	-	-
Midway Park Expansion	-	-	-	-	-	-	-	-	-	-
Steven J Underwood Meml Park C-4 Soccer Field	-	-	-	-	-	-	-	-	4,019,250	4,019,250
South Des Moines Park Acquisition	-	-	-	-	-	-	-	-	1,020,000	1,020,000
Beach Park Jan 09 Mudslide	406,660	12,921	11,763	-	-	-	-	1,418,000	-	1,418,000
City-Wide Energy Savings & Utility Improvements	351,753	27,128	27,016	-	-	-	-	-	2,050,000	2,050,000
Other Beach Park Projects:										
Carlson House Rehabilitation	-	-	-	-	-	256,665	-	-	-	256,665
Turf Repair and Irrigation Projects	-	-	-	-	-	150,150	-	-	-	150,150
Restroom Building Rehabilitation	-	-	-	-	562,300	-	-	-	-	562,300
Roadside Cabin Rehabilitation	-	-	-	-	-	84,520	-	-	-	84,520
Roadway & Parking Overlays	-	-	-	-	227,125	-	-	-	-	227,125
Sports Cabin Rehabilitation	-	-	-	-	65,512	-	-	-	-	65,512
Undergrounding Utilities	-	-	-	-	151,500	-	-	-	-	151,500
Replace Wooden Bridge over DM Creek	-	-	-	-	50,300	-	-	-	-	50,300
Caretakers Cabin Rehabilitation	-	-	-	-	77,890	-	-	-	-	77,890
TOTAL PROJECT EXPENDITURES	2,002,214	357,965	512,134	1,277,650	2,631,415	1,671,681	278,909	2,721,270	7,712,700	16,293,625



2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement

2013 - 2018 APPROVED CIP

	2011 Act	2012 Est	2012 Amd	2013	2014	2015	2016	2017	2018	2013-2018 6 - YEAR TOTAL
DEBT SERVICE PAYMENTS/OPERATING TRANSFERS										
Debt-1997 GO Bond-City Hall Expansion / 2008 Refunding Bonds	130,732 \$	126,732 \$	126,750 \$	122,750 \$	123,750 \$	119,550 \$	125,088 \$	125,200 \$		616,338
Bond Issuance Costs	725									
Interfund Loan Interest	210	176								
Transfer to Transportation CIP Fund	208,333	260,500	300,000	220,000	285,000	300,000	300,000	300,000	300,000	1,705,000
TOTAL DEBT/OPERATING TRANSFERS	340,000	387,408	426,750	342,750	408,750	419,550	425,088	425,200	300,000	2,321,338
TOTAL EXPENDITURES	2,342,214	745,373	938,884	1,620,400	3,040,165	2,091,231	703,997	3,146,470	8,012,700	18,614,963
ENDING FUND BALANCE	243,763	132,733	346,758	18,615	63,961	134,899	186,211	118,521	119,311	36,039
RESERVED FUND BALANCE										
Park in Lieu Fees	4,323 \$	4,323 \$	24,323 \$	14,323 \$	61,823 \$	90,173 \$	140,173 \$	62,383 \$	41,823 \$	41,823
King County Parks Levy	104,123	110,166	9,123							
TOTAL RESERVED FUND BALANCE	108,446	114,489	33,446	14,323	61,823	90,173	140,173	62,383	41,823	41,823
UNRESERVED FUND BALANCE	135,317	18,244	313,312	4,292	2,138	44,726	46,038	56,138	77,488	(5,784)
PORTION OF PROJECTS FUNDED BY OPEN SPACE										
Des Moines Creek Trail Waterfront/Downtown Connection	1,769 \$									
PORTION OF PROJECTS FUNDED BY PARK IN LIEU										
Fieldhouse Park Ballfield Expansion	25,873 \$									
Steven J Underwood Meml Park C-3 Parking Lot								77,790	70,560	148,350
Steven J Underwood Meml Park C-4 Soccer Field								50,000		50,000
Lifecycle Park Replacement Projects						21,650				21,650
TOTAL FUNDED BY PARK IN LIEU	25,873					21,650		127,790	70,560	220,000
PORTION OF PROJECTS FUNDED BY IMPACT FEES										
South DM Park Acquisition									50,000 \$	50,000
PORTION OF PROJECTS FUNDED BY REET										
Des Moines Beach Park Rehab-Auditorium	455,004 \$	88,033 \$	88,033 \$							
Des Moines Beach Park Rehab-Dining Hall	133,867	(51,949)	(71,726)	125,025	93,804					218,829
Grandstand Restoration	47,420									
Field House Renovation	9,611	13,454	11,727							
DM Urban Trail Imprv (Tsf to Trans CIP)				45,900						45,900
Playground Repair and Replacement - Beach Park					100,000					100,000
Lifecycle Park Replacement Projects						38,262	74,800	117,100	61,650	291,812
Activity Center Expansion									250,000	250,000
Debt-1997 GO Bond-City Hall Expansion / 2008 Refunding Bonds	130,732	126,732	126,750	122,750	123,750	119,071	125,088	83,200		573,859
Transfer to Transportation CIP Fund	208,333	260,500	300,000	220,000	180,388	300,000	300,000	300,000	231,000	1,531,388
TOTAL AMOUNT FUNDED BY REET	984,967	436,770	454,784	513,675	497,942	457,333	499,888	500,300	542,650	3,011,788

ATTACHMENT 2
P:\Users\BUDGET\2013\0013.CIP\WC1 2013-2018 Patrice 9-26-12 Grant 10-25-12 updated 10-25-12.xlsx
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2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement

2013 - 2018 APPROVED CIP

	2011 Act	2012 Est	2012 Amd	2013	2014	2015	2016	2017	2018	2013-2018 6 - YEAR TOTAL
PORTION OF PROJECTS FUNDED BY GRANTS & CONTRIBUTIONS										
Tsf from Facility Repair & Repl Fund	8,000	-	-	-	-	-	-	-	-	-
WA ST Heritage Funds (Confirmed)	-	111,127	246,856	-	-	-	-	-	-	-
WA ST Heritage Funds (Unconfirmed)	-	-	-	750,000	-	-	-	-	-	750,000
4Culture Arts Capital Grant (unconfirmed)	-	-	46,523	-	-	-	-	-	-	-
Insurance Recoveries	49,578	-	-	-	-	-	-	-	-	-
WA State Heritage/TBD	-	-	-	-	-	594,500	-	-	-	594,500
Federal Grants	58,076	874	54,334	-	-	-	-	-	-	-
RCCO (Confirmed, July 2009)	36,265	-	-	-	-	-	-	-	-	-
State Heritage Funds (Confirmed)	77,279	-	-	-	-	-	-	-	-	-
Contributions (DMLF not confirmed)	-	-	-	-	-	-	-	-	-	-
State Heritage Funds (Confirmed)	8,833	-	-	-	-	-	-	-	-	-
Transfer from General Fund	26,150	-	-	-	-	-	-	-	-	-
King County Parks Levy	100,000	43,157	150,000	110,166	-	-	-	-	-	110,166
RCCO/KCYSF (unconfirmed)	-	-	-	-	99,075	-	-	-	-	99,075
CDBG	-	-	-	-	-	-	-	-	500,000	500,000
Bond Proceeds	-	-	-	-	-	-	-	-	3,019,250	3,019,250
RCCO	-	-	-	-	-	-	-	500,000	-	500,000
RCCO	-	-	-	-	-	-	-	-	1,000,000	1,000,000
FEMA	-	-	-	-	-	-	-	-	-	-
State Eng Mtg	319,229	17,512	17,512	-	-	-	-	-	-	-
Tsf from Facility Repair & Repl Fund	53,205	2,919	2,919	-	-	-	-	-	-	-
State Treasurer Local Program	177,000	-	-	-	-	-	-	-	-	-
Utility Rebates	115,725	-	-	-	-	-	-	-	-	-
ARRA/ECEBG Grant	-	15,958	23,000	-	-	-	-	-	-	-
WA ST Heritage Funds (Confirmed)	135,000	-	-	-	-	-	-	-	-	-
Tsf from Facility Repair & Repl Fund	29,828	6,507	74,335	-	-	-	-	-	-	-
	38,945	-	-	-	-	-	-	-	-	-
TOTAL AMOUNT FUNDED BY GRANTS	\$ 1,233,113	\$ 198,054	\$ 615,479	\$ 860,166	\$ 99,075	\$ 594,500	\$ -	\$ 500,000	\$ 4,519,250	\$ 6,572,991



2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement

	2013 - 2018 APPROVED CIP											2013-2018 6 - YEAR TOTAL
	2011 Act	2012 Est	2012 Amd	2013	2014	2015	2016	2017	2018			
PORTION OF PROJECTS FUNDED BY FUND BALANCE												
Des Moines Beach Park Rehab-Auditorium	175,682	106,577	106,577									\$ -
Des Moines Beach Park Rehab-Dining Hall	(68,400)	-	(174,380)									\$ -
Grandstand Restoration	(1,688)	136	(42,824)									-
DM Creek Trail Wft-Downtown Connections	-	-	50,000	777								777
DM Urban Trail Improvements	(75,247)	11,170	4,016									-
City-Wide Energy Savings & Utility Imprv	14,189	-	(66,100)									-
Field House Renovation	(33,442)	-	-									-
Field House Park Ballfield Expansion	-	-	-									-
Steven J. Underwood Memorial Park Master Plan Update	-	-	-								20,000	20,000
Steven J. Underwood Memorial Park-Ph 4	-	-	-							50,000		50,000
Debt-1987 GO Bond-City Hall Expansion / 2008 Refunding Bonds	-	-	-			479				42,000		42,479
Interfund Loan Interest	210	176	-									-
Transfer to Transportation CIP Fund	-	-	-		104,612							104,612
Beach Park Jan 09 Mudslope	34,226	(7,510)	(8,668)									173,612
	55,540	110,549	(131,379)	777	104,612	479		92,000	89,000			286,868
TOTAL AMOUNT FUNDED BY FUND BALANCE												



2013 - 2018 CAPITAL IMPROVEMENT PLAN Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY General Government	PROJECT NO. 310.050-01
PROJECT Des Moines Beach Park (DMBP) Dining Hall Rehabilitation	PROJECT STATUS: Preliminary Estimate <input checked="" type="checkbox"/> X Plans in Preparation <input type="checkbox"/> P.S.E. Complete <input type="checkbox"/>
LOCATION 22030 Cliff Avenue South	

DESCRIPTION: Rehabilitation of the Dining Hall includes lifting the building, constructing a new foundation spanning the creek (completed in 2008), ADA access and decking (completed in 2011). This project has funding support from Washington State and shares a portion of the cost to make creek modifications to reduce park flooding and improve environmental conditions. 2013: provides funds for code related improvements to reopen the building such as: repairs to structure and roof, building interior and exterior rehabilitation work, new utilities (electrical and gas, phone, cable, water, sewer, surface water), fire suppression and grease trap. 2014: Provides funds for window replacement and door repairs.

COST ELEMENTS	TOTAL*	Prior Yrs	FY 09 Act	FY 10 Act	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	25,368	10,212	376		4,650	-	-	9,130	1,000				
CIP PROJ MGT 5%	47,795	15,780	909			2,106	2,106	25,000	4,000				
DESIGN/ENGINEERING/PERMITS	197,365	104,718	12,647					80,000					
SURVEY (Archeology)	9,987	7,273	2,714										
Creek Hydrology Design/Permit	117,572	93,619	21,226		2,727								
BUILDINGS	1,899,412	942,896			285,644	10,872		585,000	75,000				17
Construction Obs/Engineer	73,239				33,822	39,417	39,417						
CONTINGENCY/PERMITS	70,499							63,820	6,679				
SALES TAX	90,825				27,092	1,033		55,575	7,125				
TESTING	48,524	31,822			5,202	5,000	5,000	6,500					
EQUIPMENT	117,493	692		66,801				50,000					
OTHER-Fencing	1,421		671			750	750						
TOTAL	\$ 2,699,499	\$ 1,207,011	\$ 38,543	\$ 66,801	\$ 359,137	\$ 59,178	\$ 47,273	\$ 875,025	\$ 93,804				

EXPENDITURE SCHEDULE

FUNDING SOURCES	TOTAL*	Prior Yrs	FY 09 Act	FY 10 Act	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
REET (2011)	719,877	762,955	-	\$ (124,996)	\$ 133,867	\$ (51,949)	\$ (71,726)	\$ -	\$ -				
REET (2013 Tsf from Auditorium Roof Proj.)	(5,946)			(99,321)				93,375					
REET (2013-14 Tsf from BP Interim Repairs)	125,454							31,650	93,804				
4Culture Arts Capital Grant (unconfirmed)	-						46,523						
Park In-lieu	-												
MCI	175,692				175,692	-	(174,380)						
SWM Utility	-												
TBD	-												
4Culture	12,850	12,850											
WA State Heritage Funds (confirm)	844,271	431,176	10,850	291,118		111,127	246,856						
IWA State Her. Funds (unconf)	750,000							750,000					
Miscellaneous (Ins Recoveries)	77,301	30	27,693		49,578								
TOTAL	\$ 2,699,499	\$ 1,207,011	\$ 38,543	\$ 66,801	\$ 359,137	\$ 59,178	\$ 47,273	\$ 875,025	\$ 93,804				

*Excludes FY 12 Amd



2013 - 2018 CAPITAL IMPROVEMENT PLAN Municipal Capital Improvement

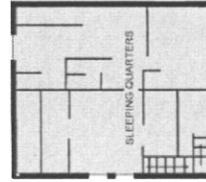
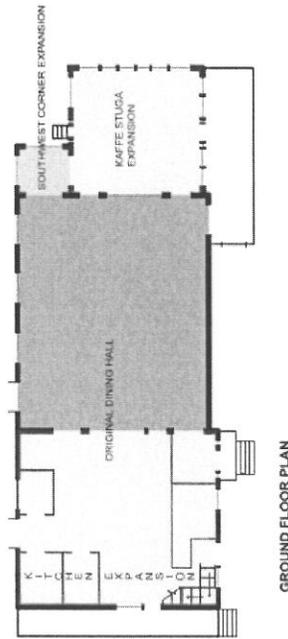
CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.050-01
PROJECT	Des Moines Beach Park (DMBP) Dining Hall Rehabilitation	PROJECT STATUS:	
LOCATION	22030 Cliff Avenue South	Preliminary Estimate	X
JUSTIFICATION:	Des Moines Beach Park is listed on the State and National Historic Register. Expert analysis was completed in 2004 regarding prioritized and phased rehabilitation of the park's assets. Rehabilitation of the following buildings is proposed: Auditorium (1957), Dining Hall (1934), Picnic Shelter (1924), Sun Home Lodge (1934), Caretaker's Cabin (1935), Workshop/Bath House (1945), and Founder's Lodge (1970). The Sun Home Lodge is in desperate need of life and safety repairs for its continued use as a recreation facility. Funds are not available at this time to provide for the rehabilitation work necessary for public use.	Plans in Preparation	
		P.S.E. Complete	

SCOPE OF WORK:

Historic Beach Park Buildings- Dining Hall Rehabilitation

Des Moines Beach Park Rehabilitation - Dining Hall



**DINING HALL
(A.K.A. COMMUNITY BUILDING)**

RECOMMENDATIONS

Short Term

- Stabilize and reconstruct the building foundation.

Mid Term

- Replace in-kind deteriorated vinyl flooring in the kitchen. Inspect framing and sheathing and repair in-kind as necessary.
- Repair in-kind and refinish wood windows.
- Repair roofing and replace missing shingles. Inspect sheathing, framing, and rafter ends during repair. Consolidate or repair in-kind as necessary.

- Remove all plumbing and utility lines from below the building for protection during flooding.

Long Term

- Rehabilitate the attic space for compatible new use.
- Retain cool room, including door hardware, and repair in-kind as needed.
- Restore in-kind the original fir tongue and groove flooring in the dining hall and Kaffe Stuga.



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY General Government PROJECT NO. 310.700-05

PROJECT Marina District Banners and Civic Readerboards PROJECT STATUS:
Preliminary Estimate X
Plans in Preparation
P.S.E. Complete

LOCATION Kent/Des Moines Road at Pacific Highway, Marina District a MVDS and S. 216th at Activity Center

DESCRIPTION: Civic Readerboards and Marina District Banners to improve citizen communications, create a sense of place and promote Des Moines as a destination. Projects to be supported with sponsorships and grants.

EXPENDITURE SCHEDULE										
COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 610				\$ 610					
CIP PROJ MGT	-									
DESIGN/ENGINEERING	15,000				15,000					
MARINA DISTRICT BANNERS	13,500				13,500					
CIVIC READERBOARDS-3	120,000				120,000					
IMPROVEMENTS										
INSPECTION/PERMITS	2,000				2,000					
CONTINGENCY	-									
SALES TAX	11,400				11,400					
OTHER	-									
TOTAL	\$ 162,510				\$ 162,510					

FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
MCI	\$ -				\$ -					
TBD-Outside Funding	162,510				162,510					
TOTAL	\$ 162,510				\$ 162,510					

*Excludes FY 12 Amd



2013 - 2018 CAPITAL IMPROVEMENT PLAN Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.700-05
PROJECT	Marina District Banners and Civic Readerboards	PROJECT STATUS:	
		Preliminary Estimate	X
		Plans in Preparation	
		P. S. E. Complete	
LOCATION	Kent/Des Moines Road at Pacific Highway, Marina District a MVDS and S. 216th at Activity Center		

JUSTIFICATION: Civic Readerboards and Marina District Banners to improve citizen communications, create a sense of place and promote Des Moines as a destination.

Scope of Work:

Admin.	\$ 610
Proj. Mgt.	
Design	15,000
Improvements	130,000
Inspection	2,000
Sales Tax	9,000
Total	\$ 156,610



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY	General Government	PROJECT NO.	310.051
PROJECT	Barnes Creek Trail / Des Moines Creek Urban Trail Acquisition/Improvements	PROJECT STATUS:	Preliminary Estimate
LOCATION	This project is funded in the Transportation CIP Fund		Plans in Preparation
DESCRIPTION:	This project is for Des Moines Creek Trail and Barnes Creek/SR 509 ROW trail connectors as identified in the 2010 Parks Master Plan. The funds will be used to match outside funding from KC Conservation Futures and/or RCO Grants.		P.S.E. Complete

EXPENDITURE SCHEDULE												
COST ELEMENTS	TOTAL*	FY 09 Act	FY 10 Act	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
CIP PROJ MANAGEMENT	-											
DESIGN / ENGINEERING	5	5										
SURVEYS/APPRISALS	-											
PERMITS	-											
LAND	-											
IMPROVEMENTS	-											
INSPECTION / PROJ MGT	-											
CONTINGENCY	-											
SALES TAX	-											
Tsf to Transportation CIP	300,000			100,000	43,157	200,000	156,843					
TOTAL	\$ 300,005	\$ 5	\$ -	\$ 100,000	\$ 43,157	\$ 200,000	\$ 156,843					

FUNDING SOURCES	TOTAL	FY 09 Act	FY 10 Act	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
King County Parks Levy	\$ 253,328	\$ 5	\$ -	\$ 100,000	43,157	\$ 150,000	\$ 110,166					
MCI	777	-	-		-	50,000	777					
REET	45,900						45,900					
KC Cons. Futures (conf.)	-											
KC Cons. Futures (unconf.)	-											
RCO (unconfirmed)	-											
TOTAL	\$ 300,005	\$ 5	\$ -	\$ 100,000	\$ 43,157	\$ 200,000	\$ 156,843					

*Excludes FY 12 Amd



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY	General Government	PROJECT NO.	310.051
PROJECT	Barnes Creek Trail / Des Moines Creek Urban Trail Acquisition/Improvements This project is funded in the Transportation CIP Fund	PROJECT STATUS:	Preliminary Estimate
LOCATION			Plans in Preparation
			P.S.E. Complete

JUSTIFICATION:

The Barnes Creek Park/Trail provides connections for neighborhoods and wildlife to Des Moines Creek Park/Trail; part of a multi-jurisdictional trail system that eventually will connect Puget Sound to Lake Washington, Des Moines Gateway and light rail or other transportation centers.



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.047-XX
PROJECT	Playground at Beach Park	PROJECT STATUS:	
LOCATION	22030 Cliff Ave. S.	Preliminary Estimate	X
DESCRIPTION:	Beach Park Play Area: Install play area that is integrated into the Beach Park site. Work to be completed when funding is available.	Plans in Preparation	
		P.S.E. Complete	

EXPENDITURE SCHEDULE

COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 1,250					\$ 1,250				
CIP PROJ MGT 1.5	6,250					6,250				
DESIGN / ENGINEERING	18,750					18,750				
LAND	-									
BUILDINGS	-									
IMPROVEMENTS	135,000					135,000				
INSPECTION / PROJ. MGT.	-									
CONTINGENCY/PERMITTING	25,000					25,000				
SALES TAX	12,825					12,825				
OTHER/PERMITS	-									
TOTAL	\$ 199,075					\$ 199,075				

FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
REET	\$ 100,000					\$ 100,000				
MCI	-									
RCO/KCYSF (unconfirmed)	99,075					99,075				
Park In Lieu	-									
TOTAL	\$ 199,075					\$ 199,075				

*Excludes FY 12 Amd



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.047-XX
PROJECT	Playground at Beach Park	PROJECT STATUS:	
LOCATION	22030 Cliff Ave. S.	Preliminary Estimate	X
		Plans in Preparation	
		P.S.E. Complete	

JUSTIFICATION: Beach Park play equipment was removed due to poor location in flood plane and construction area. Des Moines citizens have told City Council that this is a high priority. A new location and project funding must be identified to complete this project.



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.047-0X
PROJECT	Park and Playground Repair & Replacement - Parkside Park	PROJECT STATUS:	
LOCATION	25th Ave. S. & S. 244th St.	Preliminary Estimate	X
		Plans in Preparation	
		Budget status:	unfunded

DESCRIPTION: Parkside Park Improvements include site grading to improve site access, sightlines, safety and security as identified in the 2010 Parks Master Plan. Play equipment and sports court would be relocated in more visible location. May be partially funded by DOE due to ASARCO issues.

EXPENDITURE SCHEDULE

COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 2,850					\$ 2,850				
CIP PROJ MGT 1.5	4,289					4,289				
DESIGN / ENGINEERING	40,000					40,000				
LAND	-									
BUILDINGS	-									
IMPROVEMENTS	250,000					250,000				
INSPECTION / PROJ. MGT.	15,000					15,000				
CONTINGENCY	25,000					25,000				
SALES TAX	23,750					23,750				
OTHER	-									
TOTAL	\$ 360,889				\$ -	\$ 360,889				

FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
UNFUNDED:										
DOE/CDBG	\$ 360,889					\$ 360,889				
TBD/REET	-									
Park In Lieu	-									
TOTAL	\$ 360,889				\$ -	\$ 360,889				



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

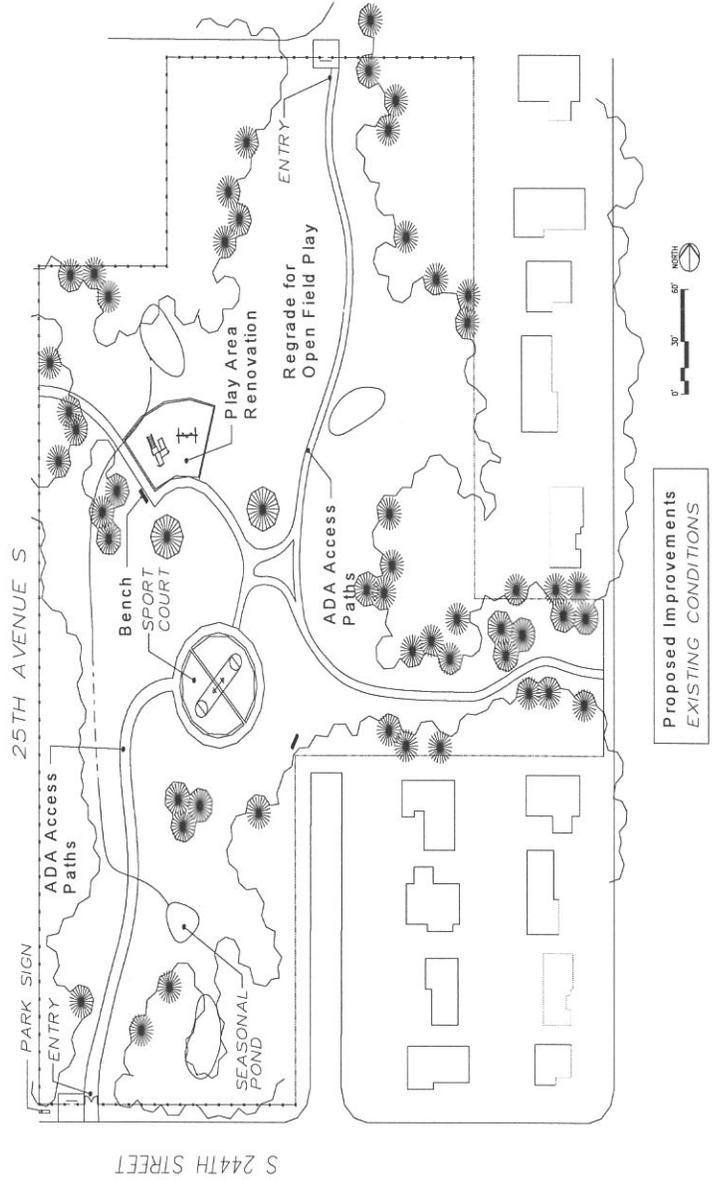
CATEGORY	General Government	PROJECT NO.	310.047-0X
PROJECT	Park and Playground Repair & Replacement - Parkside Park	PROJECT STATUS:	Preliminary Estimate Plans in Preparation Budget status: unfunded
LOCATION	25th Ave. S. & S. 244th St.		

*Excludes FY 12 Amd

JUSTIFICATION: ADA-compliant walkways and pathways improvements are needed to meet basic safety and security requirements of the City parks system. The 2010 Parks, Recreation, and Senior Services Master Plan identifies these repairs as a priority 2 need and recommends a six-year timeline to make these repairs.

SCOPE OF WORK

2009-2013 Playground/Play Equipment Repairs





2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.700-XX
PROJECT	Keyless Entry Systems	PROJECT STATUS:	Preliminary Estimate Plans in Preparation P. S. E. Complete
LOCATION	City Hall, Public Works Service Center, and Public Works Engineering		
DESCRIPTION:	Install new keyless entry systems at City Hall, Public Works Service Center, and Public Works Engineering buildings.		

EXPENDITURE SCHEDULE										
COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 3,200				\$ 3,200					
CIP PROJ MANAGEMENT	4,800				4,800					
DESIGN / ENGINEERING	-									
LAND	-									
BUILDINGS	-									
IMPROVEMENTS	64,000				64,000					
INSPECTION / PERMITS	2,000				2,000					
CONTINGENCY	3,200				3,200					
SALES TAX	6,072				6,072					
OTHER	-									
TOTAL	\$ 83,272				\$ 83,272					

EXPENDITURE SCHEDULE										
FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
UNFUNDED:										
MGI/TBD	\$ 83,272				\$ 83,272					
TOTAL	\$ 83,272				\$ 83,272					

*Excludes FY 12 Amd



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.700-XX
PROJECT	Keyless Entry Systems	PROJECT STATUS:	
		Preliminary Estimate	X
		Plans in Preparation	
		P.S.E. Complete	

LOCATION City Hall, Public Works Service Center, and Public Works Engineering

DESCRIPTION: Install new keyless entry systems at City Hall, Public Works Service Center, and Public Works Engineering buildings.

JUSTIFICATION:

Security and keying over the years has become unmanageable. There are too many lost, non-returned, or misplaced keys floating around. We need to re-key the buildings to make them more secure, and prevent unwanted entry.

SCOPE OF WORK:

Hire a locksmith contractor to install the new keyless entry controllers, associated door hardware and re-key the buildings.



2013 - 2018 CAPITAL IMPROVEMENT PLAN Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY General Government	PROJECT NO. 310.050-03
PROJECT Des Moines Beach Park (DMBP) Sun Home Lodge Rehab	PROJECT STATUS: Preliminary Estimate <input checked="" type="checkbox"/> X Plans in Preparation P.S.E. Complete
LOCATION 22030 Cliff Avenue South	

DESCRIPTION: Rehabilitation of the Sun Home Lodge for its continued use as a recreation facility includes lifting the building and constructing a new foundation and decking with ADA access improvements, installing new utilities (electrical and gas, phone, cable, water, sewer), building exterior rehabilitation and minimal interior remodel work to be completed when funds are available.

EXPENDITURE SCHEDULE												
COST ELEMENTS	TOTAL*	Prior Yrs	FY 10 Act	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 8,608	\$ 53	\$ 55						\$ 8,500			
CIP PROJ MGT 5%	20,000								20,000			
DESIGN / ENGINEERING	88,106	20,358	7,748						60,000			
LAND	-											
BUILDINGS	400,000								400,000			
Soils Testing	8,375		375						8,000			
INSPECTION/CONST. MGT.	-								40,000			
CONTINGENCY/PERMITTING	40,000								38,000			
SALES TAX	38,000											
OTHER												
EQUIPMENT	20,000								20,000			
TOTAL	\$ 623,089	\$ 20,411	\$ 8,178	\$ -					\$ 594,500			

FUNDING SOURCES	TOTAL	Prior Yrs	FY 10 Act	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
REET	\$ 28,589	\$ 20,411	\$ 8,178						\$ -			
MCI	-											
Federal	-											
Park In-Lieu	-											
King County	-											
WA State Heritage/TBD	594,500								594,500			
TOTAL	\$ 623,089	\$ 20,411	\$ 8,178	\$ -					\$ 594,500			

*Excludes FY 12 Amd



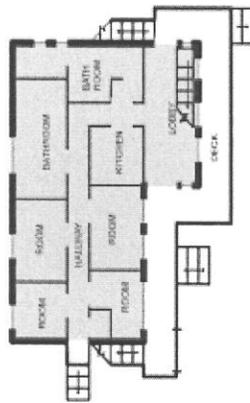
2013 - 2018 CAPITAL IMPROVEMENT PLAN Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.050-03
PROJECT	Des Moines Beach Park (DMBP) Sun Home Lodge Rehab	PROJECT STATUS:	
		Preliminary Estimate	X
		Plans in Preparation	
		P.S.E. Complete	
LOCATION	22030 Cliff Avenue South		

JUSTIFICATION: Des Moines Beach Park is listed on the State and National Historic Register. Expert analysis was completed in 2004 regarding prioritized and phased rehabilitation of the park's assets. Rehabilitation of the following buildings is proposed: Auditorium (1957), Dining Hall (1934), Picnic Shelter (1924), Sun Home Lodge (1934), Caretaker's Cabin (1935), Workshop/Bath House (1945), and Founder's Lodge (1970). The Sun Home Lodge is in desperate need of life and safety repairs for its continued use as a recreation facility. Funds are not available at this time to provide for the rehabilitation work necessary for public use.

Des Moines Beach Park Rehabilitation - Sun Home Lodge



KEY

LEVELS OF SIGNIFICANCE

- Primary
- Secondary
- Minimal



2013 - 2018 CAPITAL IMPROVEMENT PLAN Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.050-02
PROJECT	Des Moines Beach Park (DMBP) Picnic Shelter	PROJECT STATUS:	
LOCATION	22030 Cliff Avenue South	Preliminary Estimate	
		Plans in Preparation	
		P.S.E. Complete	

DESCRIPTION: 2014: Rehabilitation of the Picnic Shelter includes: stem wall, new concrete pad, electrical and lighting updates, ADA access improvements. These projects anticipate funding support from Washington State.

EXPENDITURE SCHEDULE												
COST ELEMENTS	TOTAL*	Prior Yrs	FY 10 Act	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 6,282	\$ 24	\$ 18					\$ 5,000	\$ 1,240			
CIP PROJ MGT 1.5%	19,000							15,000	4,000			
DESIGN / ENGINEERING	53,686	12,149	2,737					30,000	8,800			
BUILDINGS	435,229							350,000	85,229			
IMPROVEMENTS	-											
INSPECTION/PROJ MGT	28,000							20,000	8,000			
CONTINGENCY	43,000							35,000	8,000			
SALES TAX	41,972							33,875	8,097			
OTHER (escalation 5%)	-											
TOTAL	\$ 627,169	\$ 12,173	\$ 2,755	\$ -				\$ 488,875	\$ 123,366			

FUNDING SOURCES	TOTAL*	Prior Yrs	FY 10 Act	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
REET	\$ 14,928	\$ 12,173	\$ 2,755					\$ -	\$ -			
TBD								488,875	123,366			
Grant (unconfirmed)	-											
Bonds												
WA State Heritage/TBD	-											
Federal	-											
Park In-Lieu	-											
King County	-											
TOTAL	\$ 627,169	\$ 12,173	\$ 2,755	\$ -				\$ 488,875	\$ 123,366			

*Excludes FY 12 Amd



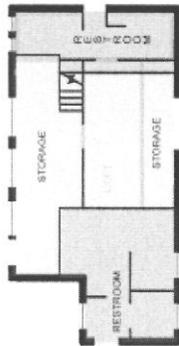
2013 - 2018 CAPITAL IMPROVEMENT PLAN Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.050-02
PROJECT	Des Moines Beach Park (DMBP) Picnic Shelter	PROJECT STATUS:	Preliminary Estimate
			Plans in Preparation
			P.S.E. Complete

LOCATION 22030 Cliff Avenue South

JUSTIFICATION: Des Moines Beach Park is listed on the State and National Historic Register. Expert analysis was completed in 2004 regarding prioritized and phased rehabilitation of the park's assets. Rehabilitation of the following buildings is proposed: Auditorium (1957), Dining Hall (1934), Picnic Shelter (1924), Sun Home Lodge (1934), Caretaker's Cabin (1934), Workshop/Bath House (1945), and Founder's Lodge (1970). The Sun Home Lodge is in desperate need of life and safety repairs for its continued use as a recreation facility. Funds are not available at this time to provide for the rehabilitation work necessary for public use.



GROUND FLOOR PLAN
NORTH

KEY

LEVELS OF SIGNIFICANCE

- Primary
- Secondary
- Minimal



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.XXX
PROJECT	Beach Park Founders Lodge Repairs	PROJECT STATUS:	
LOCATION		Preliminary Estimate	
		Plans in Preparation	
		P.S.E. Complete	

DESCRIPTION: This project is to renovate the the Founders Lodge to maximize its use as a rental facility. Updates to the building include: replacement of building windows and doors; flooring; paint; restroom plumbing and fixtures; kitchen fixtures, surfaces and appliances and balcony and meeting space remodel work.

EXPENDITURE SCHEDULE											
COST ELEMENTS	TOTAL*	FY 10 Act	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 6,000									\$ 6,000	
CIP PROJ MANAGEMENT	33,160									33,160	
DESIGN / ENGINEERING	90,852									90,852	
SURVEY	-										
PERMITS	-										
BUILDINGS	-										
IMPROVEMENTS	605,682									605,682	
INSPECTION	-										
PROJECT ADMIN. (CONST.)	33,160									33,160	
CONTINGENCY/PERMITTING	120,606									120,606	
SALES TAX	57,540									57,540	
OTHER	50,000									50,000	
TOTAL	\$ 997,000									\$ 997,000	

EXPENDITURE SCHEDULE											
FUNDING SOURCES	TOTAL*	FY 10 Act	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
REET	\$ -									\$ -	
TBD	997,000									997,000	
Bonds											
MCI	-										
Park In-Lieu	-										
TOTAL	\$ 997,000									\$ 997,000	

*Excludes FY 12 Amd



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY	General Government	PROJECT NO.	310.XXX
PROJECT	Beach Park Founders Lodge Repairs	PROJECT STATUS:	Preliminary Estimate
LOCATION			Plans in Preparation
			P.S.E. Complete

JUSTIFICATION:

This project is needed to update the Founders Lodge to maximize its use as a rental facility and revenue generation capacity.

SCOPE OF WORK:

Updates to the building include: replacement of building windows and doors; flooring; paint; restroom plumbing and fixtures; kitchen fixtures, surfaces and appliances and balcony and meeting space remodel work.



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY	General Government	PROJECT NO.	
PROJECT	Des Moines Beach Park Carlson House	PROJECT STATUS:	Preliminary Estimate
LOCATION	22030 Cliff Avenue South		Plans in Preparation
DESCRIPTION:	Rehabilitation of the Carlson House includes repair of interior and exterior finishes, new doors and windows, new deck and railing new plumbing and fixtures. Work will take place when funds are available.		
			P.S.E. Complete

EXPENDITURE SCHEDULE

COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 1,700						\$ 1,700			
CIP PROJ MANAGEMENT	9,191						9,191			
DESIGN / ENGINEERING	25,181						25,181			
SURVEY	-									
BUILDINGS	167,879						167,879			
BERM IMPROVEMENTS	-									35
PROJECT ADMIN. (CONST.)	-									
CONTINGENCY/Permitting	36,766						36,766			
SALES TAX	15,948						15,948			
PERMITS & OTHERS	-									
EQUIPMENT	-									
TOTAL	\$ 256,665						\$ 256,665			

FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
TBD	\$ 256,665						\$ 256,665			
	-									
	-									
	-									
TOTAL	\$ 256,665						\$ 256,665			

*Excludes FY 12 Amd



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY	General Government	PROJECT NO.	
PROJECT	Des Moines Beach Park Carlson House	PROJECT STATUS:	Preliminary Estimate
LOCATION	22030 Cliff Avenue South		Plans in Preparation
			P.S.E. Complete

JUSTIFICATION:

Des Moines Beach Park is listed on the State and National Historic Register. Expert analysis was completed in 2004 regarding prioritized and phased rehabilitation of the park's assets. Rehabilitation of the following buildings is proposed: Auditorium (1957), Dining Hall (1934), Picnic Shelter (1924), Sun Home Lodge (1934), Caretaker's Cabin (1935), Workshop/Bath House (1945), and Founder's Lodge (1970). The Sun Home Lodge is in desperate need of life and safety repairs for its continued use as a recreation facility. Funds are not available at this time to provide for the rehabilitation work necessary for public use.



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY	General Government	PROJECT NO.	
PROJECT	Des Moines Beach Park Turf Repair and Irrigation Projects	PROJECT STATUS:	Preliminary Estimate Plans in Preparation P.S.E. Complete
LOCATION			
DESCRIPTION:	Repair meadow and promontory area turf and replace irrigation systems to meet public use demands.		

EXPENDITURE SCHEDULE										
COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 1,300						\$ 1,300			
CIP PROJ MANAGEMENT	6,500						6,500			
DESIGN / ENGINEERING	-									
SURVEY	-									
BUILDINGS	130,000						130,000			
BERM IMPROVEMENTS	-									
PROJECT ADMIN. (CONST.)	12,350						12,350			
CONTINGENCY	-									
SALES TAX	-									
PERMITS & OTHERS	-									
EQUIPMENT	-									
TOTAL	\$ 150,150						\$ 150,150			

FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
REET	\$ -						\$ -			
MCI	-									
TBD	150,150						150,150			
	-									
	-									
	-									
	-									
	-									
	-									
TOTAL	\$ 150,150						\$ 150,150			

*Excludes FY 12 Amd



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY	General Government	PROJECT NO.	
PROJECT	Des Moines Beach Park Turf Repair and Irrigation Projects	PROJECT STATUS:	Preliminary Estimate
LOCATION			Plans in Preparation
			P.S.E. Complete

JUSTIFICATION:

Des Moines Beach Park is listed on the State and National Historic Register. Expert analysis was completed in 2004 regarding prioritized and phased rehabilitation of the park's assets. Rehabilitation of the following buildings is proposed: Auditorium (1957), Dining Hall (1934), Picnic Shelter (1924), Sun Home Lodge (1934), Caretaker's Cabin (1935), Workshop/Bath House (1945), and Founder's Lodge (1970). The Sun Home Lodge is in desperate need of life and safety repairs for its continued use as a recreation facility. Funds are not available at this time to provide for the rehabilitation work necessary for public use.



2013 - 2018 CAPITAL IMPROVEMENT PLAN Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	
PROJECT	Des Moines Beach Park Roadside Cabin	PROJECT STATUS:	Preliminary Estimate
LOCATION	22030 Cliff Avenue South		Plans in Preparation
DESCRIPTION:	Rehabilitation of the Roadside Cabin includes repair of interior and exterior finishes, new doors and windows, new porch and flooring, drainage and electrical. Work will take place when funds are available.		

EXPENDITURE SCHEDULE										
COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 540						\$ 540			
CIP PROJ MANAGEMENT	2,710						2,710			
DESIGN / ENGINEERING	8,129						8,129			
SURVEY	-									
BUILDINGS	54,193						54,193			39
BERM IMPROVEMENTS	-									
PROJECT ADMIN. (CONST.)	3,000						3,000			
CONTINGENCY/PERMITTING	10,800						10,800			
SALES TAX	5,148						5,148			
PERMITS & OTHERS	-									
EQUIPMENT	-									
TOTAL	\$ 84,520						\$ 84,520			

FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
REET	\$ -						\$ -			
MCI	-									
TBD	84,520						84,520			
	-									
	-									
	-									
TOTAL	\$ 84,520						\$ 84,520			

*Excludes FY 12 Amd



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY	General Government	PROJECT NO.	
PROJECT	Des Moines Beach Park Roadside Cabin	PROJECT STATUS:	Preliminary Estimate
LOCATION	22030 Cliff Avenue South		Plans in Preparation
			P.S.E. Complete

JUSTIFICATION:

Des Moines Beach Park is listed on the State and National Historic Register. Expert analysis was completed in 2004 regarding prioritized and phased rehabilitation of the park's assets. Rehabilitation of the following buildings is proposed: Auditorium (1957), Dining Hall (1934), Picnic Shelter (1924), Sun Home Lodge (1934), Caretaker's Cabin (1935), Workshop/Bath House (1945), and Founder's Lodge (1970). The Sun Home Lodge is in desperate need of life and safety repairs for its continued use as a recreation facility. Funds are not available at this time to provide for the rehabilitation work necessary for public use.



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	
PROJECT	Des Moines Beach Park (DMBP) Restroom Building Rehabilitation	PROJECT STATUS:	Preliminary Estimate
LOCATION			Plans in Preparation
DESCRIPTION:	Rehabilitation of the Restroom includes building a new stem wall, update mechanical, electrical and plumbing systems, fixtures, interior and exterior finishes and drainage.		P.S.E. Complete

EXPENDITURE SCHEDULE

COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 3,600					\$ 3,600				
CIP PROJ MANAGEMENT	17,829					17,829				
DESIGN / ENGINEERING	53,486					53,486				
SURVEY	-									41
BUILDINGS	356,578					356,578				
BERM IMPROVEMENTS	-									
PROJECT ADMIN. (CONST.)	25,616					25,616				
CONTINGENCY	71,316					71,316				
SALES TAX	33,875					33,875				
PERMITS & OTHERS	-									
EQUIPMENT	-									
TOTAL	\$ 562,300					\$ 562,300				

FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
TBD	\$ 562,300					\$ 562,300				
Bonds	-									
	-									
	-									
	-									
	-									
TOTAL	\$ 562,300					\$ 562,300				

*Excludes FY 12 Amd



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY

General Government

PROJECT

Des Moines Beach Park (DMBP) Restroom Building Rehabilitation

LOCATION

PROJECT NO.
PROJECT STATUS:
Preliminary Estimate
Plans in Preparation
P.S.E. Complete

JUSTIFICATION:

Des Moines Beach Park is listed on the State and National Historic Register. Expert analysis was completed in 2004 regarding prioritized and phased rehabilitation of the park's assets. Rehabilitation of the following buildings is proposed: Auditorium (1957), Dining Hall (1934), Picnic Shelter (1924), Sun Home Lodge (1934), Caretaker's Cabin (1935), Workshop/Bath House (1945), and Founder's Lodge (1970). The Sun Home Lodge is in desperate need of life and safety repairs for its continued use as a recreation facility. Funds are not available at this time to provide for the rehabilitation work necessary for public use.



2013 - 2018 CAPITAL IMPROVEMENT PLAN Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

PROJECT NO. _____
 PROJECT STATUS: _____
 Preliminary Estimate _____
 Plans in Preparation _____
 P.S.E. Complete _____

CATEGORY: General Government

PROJECT: Des Moines Beach Park Roadway and Parking Overlays

LOCATION: 22030 Cliff Avenue South

DESCRIPTION: Repair and overlay the Beach Park roadways damaged due to years of heavy construction use and flooding.

EXPENDITURE SCHEDULE

COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 1,750					\$ 1,750				
CIP PROJ MANAGEMENT	8,750					8,750				
DESIGN / ENGINEERING	5,000					5,000				
SURVEY	-									
BUILDINGS	175,000					175,000				
BERM IMPROVEMENTS	-									
PROJECT ADMIN. (CONST.)	5,000					5,000				43
CONTINGENCY	15,000					15,000				
SALES TAX	16,625					16,625				
PERMITS & OTHERS	-									
EQUIPMENT	-									
TOTAL	\$ 227,125					\$ 227,125				

FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
REET	\$ -					\$ -				
MCI	-									
TBD	227,125					227,125				
Bonds	-									
TOTAL	\$ 227,125					\$ 227,125				

*Excludes FY 12 Amd



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY

General Government

PROJECT

Des Moines Beach Park Roadway and Parking Overlays

LOCATION

22030 Cliff Avenue South

PROJECT NO.

PROJECT STATUS:

Preliminary Estimate

Plans in Preparation

P.S.E. Complete

JUSTIFICATION:

Des Moines Beach Park is listed on the State and National Historic Register. Expert analysis was completed in 2004 regarding prioritized and phased rehabilitation of the park's assets. Rehabilitation of the following buildings is proposed: Auditorium (1957), Dining Hall (1934), Picnic Shelter (1924), Sun Home Lodge (1934), Caretaker's Cabin (1935), Workshop/Bath House (1945), and Founder's Lodge (1970). The Sun Home Lodge is in desperate need of life and safety repairs for its continued use as a recreation facility. Funds are not available at this time to provide for the rehabilitation work necessary for public use.



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	
PROJECT	Des Moines Beach Park Sports Cabin	PROJECT STATUS:	Preliminary Estimate
LOCATION	22030 Cliff Avenue South		Plans in Preparation
DESCRIPTION:	Rehabilitation of the Roadside Cabin includes repair of interior and exterior finishes, new doors and windows, new platform/porch and stairs, drainage and electrical. Work will take place when funds are available.		P.S.E. Complete

EXPENDITURE SCHEDULE

COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 422					422				
CIP PROJ MANAGEMENT	2,112					2,112				
DESIGN / ENGINEERING	6,335					6,335				
SURVEY	-									
BUILDINGS	42,231					42,231				45
BERM IMPROVEMENTS	-									
PROJECT ADMIN. (CONST.)	2,000					2,000				
CONTINGENCY/PERMITTING	8,400					8,400				
SALES TAX	4,012					4,012				
PERMITS & OTHERS	-									
EQUIPMENT	-									
TOTAL	\$ 65,512					\$ 65,512				

FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
REET	\$ -					-				
MCI	-									
TBD	65,512					65,512				
Bonds	-									
	-									
	-									
TOTAL	\$ 65,512					\$ 65,512				

*Excludes FY 12 Amd



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY	General Government	PROJECT NO.	
PROJECT	Des Moines Beach Park Sports Cabin	PROJECT STATUS:	Preliminary Estimate
LOCATION	22030 Cliff Avenue South		Plans in Preparation
			P.S.E. Complete

JUSTIFICATION:

Des Moines Beach Park is listed on the State and National Historic Register. Expert analysis was completed in 2004 regarding prioritized and phased rehabilitation of the park's assets. Rehabilitation of the following buildings is proposed: Auditorium (1957), Dining Hall (1934), Picnic Shelter (1924), Sun Home Lodge (1934), Caretaker's Cabin (1935), Workshop/Bath House (1945), and Founder's Lodge (1970). The Sun Home Lodge is in desperate need of life and safety repairs for its continued use as a recreation facility. Funds are not available at this time to provide for the rehabilitation work necessary for public use.



2013 - 2018 CAPITAL IMPROVEMENT PLAN Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	
PROJECT	Des Moines Beach Park Utilities	PROJECT STATUS:	Preliminary Estimate
LOCATION	22030 Cliff Avenue South		Plans in Preparation
DESCRIPTION:	Installation of new underground utilities is needed to serve the Des Moines Beach Park Historic District facilities . Work will be completed when funds are available.		
			P.S.E. Complete

EXPENDITURE SCHEDULE

COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 1,500					\$ 1,500				
CIP PROJ MANAGEMENT	5,500					5,500				
DESIGN / ENGINEERING	5,500					5,500				
SURVEY	2,000					2,000				
IMPROVEMENTS	110,000					110,000				
BERM IMPROVEMENTS	-									
PROJECT ADMIN. (CONST.)	-									
CONTINGENCY/PERMITTING	16,550					16,550				
SALES TAX	10,450					10,450				
PERMITS & OTHERS	-									
EQUIPMENT	-									
TOTAL	\$ 151,500					\$ 151,500				

FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
REET	\$ -					\$ -				
MCI	-									
TBD	151,500					151,500				
Bonds	-									
	-									
	-									
	-									
	-									
	-									
TOTAL	\$ 151,500					\$ 151,500				

*Excludes FY 12 Amd



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY	General Government	PROJECT NO.	
PROJECT	Des Moines Beach Park Utilities	PROJECT STATUS:	Preliminary Estimate
LOCATION	22030 Cliff Avenue South		Plans in Preparation
			P.S.E. Complete

JUSTIFICATION:

Des Moines Beach Park is listed on the State and National Historic Register. Expert analysis was completed in 2004 regarding prioritized and phased rehabilitation of the park's assets. Rehabilitation of the following buildings is proposed: Auditorium (1957), Dining Hall (1934), Picnic Shelter (1924), Sun Home Lodge (1934), Caretaker's Cabin (1935), Workshop/Bath House (1945), and Founder's Lodge (1970). The Sun Home Lodge is in desperate need of life and safety repairs for its continued use as a recreation facility. Funds are not available at this time to provide for the rehabilitation work necessary for public use.



2013 - 2018 CAPITAL IMPROVEMENT PLAN Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	
PROJECT	Des Moines Beach Park Wooden Bridge	PROJECT STATUS:	Preliminary Estimate
LOCATION	22030 Cliff Avenue South		Plans in Preparation
DESCRIPTION:	Replace the wooden bridge that crosses the Des Moines Creek adjacent to the Des Moines Creek Trail Entrance to preserve the historical use of this upland area for day use and picnicking .		

EXPENDITURE SCHEDULE										
COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 300					\$ 300				
CIP PROJ MANAGEMENT	1,500					1,500				
DESIGN / ENGINEERING	2,000					2,000				
SURVEY	1,000					1,000				
BUILDINGS	30,000					30,000				
BERM IMPROVEMENTS	-									49
PROJECT ADMIN. (CONST.)	-									
CONTINGENCY/PERMITTING	12,650					12,650				
SALES TAX	2,850					2,850				
PERMITS & OTHERS	-									
EQUIPMENT	-									
TOTAL	\$ 50,300					\$ 50,300				

FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
TBD	\$ 50,300					\$ 50,300				
Bonds	-									
	-									
	-									
	-									
TOTAL	\$ 50,300					\$ 50,300				

*Excludes FY 12 Amd



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY	General Government	PROJECT NO.	
PROJECT	Des Moines Beach Park Wooden Bridge	PROJECT STATUS:	Preliminary Estimate
LOCATION	22030 Cliff Avenue South		Plans in Preparation
			P.S.E. Complete

JUSTIFICATION:

Des Moines Beach Park is listed on the State and National Historic Register. Expert analysis was completed in 2004 regarding prioritized and phased rehabilitation of the park's assets. Rehabilitation of the following buildings is proposed: Auditorium (1957), Dining Hall (1934), Picnic Shelter (1924), Sun Home Lodge (1934), Caretaker's Cabin (1935), Workshop/Bath House (1945), and Founder's Lodge (1970). The Sun Home Lodge is in desperate need of life and safety repairs for its continued use as a recreation facility. Funds are not available at this time to provide for the rehabilitation work necessary for public use.



2013 - 2018 CAPITAL IMPROVEMENT PLAN Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY: General Government

PROJECT: Des Moines Beach Park Caretakers Cabin

LOCATION:

DESCRIPTION:

Rehabilitation of the Caretakers Cabin includes repair of interior and exterior finishes, new doors and windows, bathroom and kitchen fixtures and appliances, new porch decking and stairs and drainage. Work will take place when funds are available.

PROJECT NO. _____
PROJECT STATUS: _____
Preliminary Estimate _____
Plans in Preparation _____
P.S.E. Complete _____

EXPENDITURE SCHEDULE

COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 500					\$ 500				
CIP PROJ MANAGEMENT	2,505					2,505				
DESIGN / ENGINEERING	7,514					7,514				
SURVEY	-									
BUILDINGS	50,094					50,094				51
BERM IMPROVEMENTS	-									
PROJECT ADMIN. (CONST.)	2,500					2,500				
CONTINGENCY/PERMITTING	10,018					10,018				
SALES TAX	4,759					4,759				
PERMITS & OTHERS	-									
EQUIPMENT	-									
TOTAL	\$ 77,890					\$ 77,890				

FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
REET	\$ -					\$ -				
MCI	-									
TBD	77,890					77,890				
Bonds	-									
	-									
	-									
	-									
TOTAL	\$ 77,890					\$ 77,890				

*Excludes FY 12 Amd



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY	General Government	PROJECT NO.	
PROJECT	Des Moines Beach Park Caretakers Cabin	PROJECT STATUS:	Preliminary Estimate
LOCATION			Plans in Preparation
			P.S.E. Complete

JUSTIFICATION:

Des Moines Beach Park is listed on the State and National Historic Register. Expert analysis was completed in 2004 regarding prioritized and phased rehabilitation of the park's assets. Rehabilitation of the following buildings is proposed: Auditorium (1957), Dining Hall (1934), Picnic Shelter (1924), Sun Home Lodge (1934), Caretaker's Cabin (1935), Workshop/Bath House (1945), and Founder's Lodge (1970). The Sun Home Lodge is in desperate need of life and safety repairs for its continued use as a recreation facility. Funds are not available at this time to provide for the rehabilitation work necessary for public use.



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.047-594
PROJECT	Park Lifecycle Repair & Replacement Projects	PROJECT STATUS:	
LOCATION	City of Des Moines	Preliminary Estimate	X
		Plans in Preparation	
		P.S.E. Complete	

DESCRIPTION: This project makes necessary repairs and other improvements to existing parks and playgrounds by providing an ongoing lifecycle fund for equipment and amenity replacement based on priorities from the 2010 Parks, Recreation and Senior Services Master Plan. Improvements are proposed at Wootton Park, Memorial Park, and Field House Park.

PROPOSED IMPROVEMENTS: Replacement of park system play equipment, picnic tables, drinking fountains, lighting fixtures, shelters, benches, pathways, signage and other park amenities as needed due to age, safety regulations, deterioration and/or vandalism.

EXPENDITURE SCHEDULE										
COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 12	FY 13	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 9,190						\$ 1,500	\$ 2,750	\$ 2,240	\$ 2,700
Proj. Mgt.	11,399						2,300	4,159	2,240	2,700
DESIGN/ENG	169,000						24,000	40,000	35,000	70,000
IMPROVEMENTS	672,000						120,000	207,000	170,000	175,000
CONTINGENCY	58,500						4,000	20,000	17,000	17,500
SALES TAX	10,680						10,680			
PERMITS	11,000							5,000	2,000	4,000
TOTAL	\$ 941,769						\$ 162,480	\$ 278,909	\$ 228,480	\$ 271,900
EXPENDITURE SCHEDULE										
FUNDING SOURCE	TOTAL	FY 11 Act	FY 12 Est	FY 12 Amd	FY 12	FY 13	FY 15	FY 16	FY 17	FY 18
REET	\$ 291,812						\$ 38,262	\$ 74,800	\$ 117,100	\$ 61,650
Park In Lieu	21,650						21,650			
MCI	-									
TBD	628,307						102,568	204,109	111,380	210,250
TOTAL	\$ 941,769						\$ 162,480	\$ 278,909	\$ 228,480	\$ 271,900

*Excludes FY 12 Amd



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY General Government PROJECT NO. 310.046-07

PROJECT Steven J. Underwood Memorial Park C-3 Parking Lot PROJECT STATUS:

LOCATION 21800 20th Avenue South Preliminary Estimate X

DESCRIPTION: Improvements needed to complete Steven J. Underwood Memorial Park: 2010-Park Master Plan Update (includes Activity Center site), parking lot design; 2014-2015 parking lot construction, drainage and signage. Plans in Preparation

P.S.E. Complete

EXPENDITURE SCHEDULE

COST ELEMENTS	TOTAL *	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 3,790								\$ 790	\$ 3,000
CIP PROJ MANAGEMENT	3,000									3,000
DESIGN / ENGINEERING	40,000								40,000	
MASTER PLAN	30,000								30,000	
BUILDINGS	-									
IMPROVEMENTS	250,000									250,000
INSPECTION / PERMITS	20,000									20,000
CONTINGENCY	17,000								7,000	10,000
SALES TAX	22,250									22,250
TOTAL	\$ 386,040								\$ 77,790	\$ 308,250

FUNDING SOURCE	TOTAL *	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 17	FY 18
REET1	\$ -						\$ -	\$ -
REET2	-							
RCO	-							
Park-in-Lieu	148,350						77,790	70,560
Donations	-							
MCI	20,000							20,000
FUNDED:	\$ 168,350						\$ 77,790	\$ 90,560
UNFUNDED:	-							
TBD/REET	\$ 217,690						\$ -	\$ 217,690

*Excludes FY 12 Amd



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.046-07
PROJECT	Steven J. Underwood Memorial Park C-3 Parking Lot	PROJECT STATUS:	
LOCATION	21800 20th Avenue South	Preliminary Estimate	X
		Plans in Preparation	
		P.S.E. Complete	

JUSTIFICATION: Completion of Steven J. Underwood Memorial Park is a priority one need as identified by the 2010 Parks, Recreation and Senior Services Master Plan to include adequate parking and connection to the Activity Center site with park amenities to include a picnicking and play area.

SCOPE OF WORK:

	2014	2015
Administration	\$ 790	\$ 3,000
PM		3,000
Design, Engineering, Permits	70,000	250,000
Parking lot		20,000
Inspection		10,000
Contingency	7,000	22,250
Sales Tax		22,250
Total	\$ 77,790	\$ 308,250



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY General Government PROJECT NO. 310.700-XX

PROJECT City Hall Parking Lot Rebuild PROJECT STATUS:
Preliminary Estimate X
Plans in Preparation
Budget status

LOCATION 21630 11th Ave South *not funded but had actual expend*

DESCRIPTION: Total rebuild of the southern and eastern City Hall parking lots.

EXPENDITURE SCHEDULE											
COST ELEMENTS	TOTAL*	Prior Years	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 2,342	\$ 92					\$ 2,250				
CIP PROJ MANAGEMENT	3,750						3,750				
DESIGN / ENGINEERING	5,000						5,000				
LAND	-										
BUILDINGS	-										
IMPROVEMENTS	54,625						54,625				
INSPECTION / PERMITS	6,250						6,250				
CONTINGENCY	3,125						3,125				
SALES TAX	-										
OTHER	-										
TOTAL	\$ 75,092	\$ 92					\$ 75,000				

FUNDING SOURCES	TOTAL*	Prior Years	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
MCI	\$ 92	\$ 92					\$ -				
TBD	75,000						75,000				
TOTAL	\$ 75,092	\$ 92					\$ 75,000				

*Excludes FY 12 Amd



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.700-XX
PROJECT	City Hall Parking Lot Rebuild	PROJECT STATUS:	
		Preliminary Estimate	X
		Plans in Preparation	
		Budget status	
LOCATION	21630 11th Ave South	<i>not funded but had actual expend</i>	

JUSTIFICATION:

A design for these parking lots was completed in 2007. The results of the design were that an overlay would be insufficient to solve the existing degradation. As a result, a total rebuild of these parking lots needs to take place. In addition to rebuilding the parking lots, the existing southern ecology block wall will have to be rebuilt prior to any parking lot construction work. The western parking lots, as well as the ADA ramp retrofits, will be included as part of the City Hall Customer Service Center Project.

SCOPE OF WORK:

Hire a contractor to rebuild the southern retaining wall, and then rebuild the southern and eastern City Hall parking lots.



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.700-XX
PROJECT	City Hall/Engineering Emergency Generator	PROJECT STATUS:	
		Preliminary Estimate	X
		Plans in Preparation	
		P.S.E. Complete	
LOCATION	21630 11th Ave S		

DESCRIPTION: Install a new 400 Kw emergency generator behind City Hall and Engineering to operate during power outages and emergency situations.

EXPENDITURE SCHEDULE										
COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 9,030					\$ 9,030				
CIP PROJ MANAGEMENT	3,625					3,625				
DESIGN / ENGINEERING	6,040					6,040				
LAND	-									
BUILDINGS	-									
IMPROVEMENTS	150,800					150,800				
INSPECTION / PERMITS	4,100					4,100				
CONTINGENCY	-									
SALES TAX	13,550					13,550				
OTHER	-									
TOTAL	\$ 187,145					\$ 187,145	\$ -			

EXPENDITURE SCHEDULE										
FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
UNFUNDED:										
TBD	\$ 187,145					\$ 187,145				
TOTAL	\$ 187,145					\$ 187,145	\$ -			

*Excludes FY 12 Amd



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.700-XX
PROJECT	City Hall/Engineering Emergency Generator	PROJECT STATUS:	
		Preliminary Estimate	X
		Plans in Preparation	
		P.S.E. Complete	

LOCATION 21630 11th Ave S

JUSTIFICATION: The 2006 winter storm season was rather severe. City Hall and Engineering were not operational at times. This emergency generator will help City staff perform their vital functions during emergency conditions and will keep City Hall open to the public.

SCOPE OF WORK: Hire a contractor to install the new generator and perform the necessary electric panel and wire rerouting modifications.



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.700-XX
PROJECT	Activity Center Emergency Generator	PROJECT STATUS:	
		Preliminary Estimate	X
		Plans in Preparation	
		P.S.E. Complete	
LOCATION	2045 S 216th St		

DESCRIPTION: Install a new 125 Kw emergency generator outside at the Activity Center to allow operations during power outages and emergency situations.

EXPENDITURE SCHEDULE										
COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 2,000					\$ 2,000				
CIP PROJ MANAGEMENT	2,900					2,900				
DESIGN / ENGINEERING	4,600					4,600				
LAND	-									
BUILDINGS	-									
IMPROVEMENTS	73,200					73,200				
INSPECTION / PERMITS	2,400					2,400				
CONTINGENCY	-									
SALES TAX	6,900					6,900				
OTHER	-									
TOTAL	\$ 92,000					\$ 92,000				

FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
UNFUNDED:										
TBD	\$ 92,000					\$ 92,000				
TOTAL	\$ 92,000					\$ 92,000				

*Excludes FY 12 Amd



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.700-XX
PROJECT	Activity Center Emergency Generator	PROJECT STATUS:	
		Preliminary Estimate	X
		Plans in Preparation	
		P.S.E. Complete	
LOCATION	2045 S 216th St		

JUSTIFICATION:

The 2006 winter storm season was rather severe. The Activity Center was not operational at times. This emergency generator will allow activities to continue during emergency conditions, and will keep the building open to the public.

SCOPE OF WORK:

Hire a contractor to install the new generator and perform the necessary electric panel and wire rerouting modifications.



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.XXX
PROJECT	Police Department (PD) Storage Building for Seized Property	PROJECT STATUS:	
LOCATION	21650 11th Ave South	Preliminary Estimate	
DESCRIPTION:	Construction of a new building behind the existing City Shop and Engineering offices to store property seized by police actions.	Plans in Preparation	X
		P.S.E. Complete	

EXPENDITURE SCHEDULE										
COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ -						\$ -			
CIP PROJ MANAGEMENT	-									
DESIGN / ENGINEERING	-									
LAND	-									
BUILDINGS	-									
IMPROVEMENTS	300,000						300,000			63
INSPECTION / PERMITS	-									
CONTINGENCY	-									
SALES TAX	-									
OTHER	-									
TOTAL	\$ 300,000						\$ 300,000			

EXPENDITURE SCHEDULE										
FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
UNFUNDED:							\$ -			
REET	\$ -									
TBD	300,000						300,000			
Police Svcs Restoration Fund	-									
TOTAL	\$ 300,000						\$ 300,000			

*Excludes FY 12 Amd



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.XXX
PROJECT	Police Department (PD) Storage Building for Seized Property	PROJECT STATUS:	
LOCATION	21650 11th Ave South	Preliminary Estimate	<input type="checkbox"/>
		Plans in Preparation	<input checked="" type="checkbox"/>
		P.S.E. Complete	<input type="checkbox"/>

JUSTIFICATION: Police currently store their seized property in the warehouse behind the City Shop and Engineering offices. This causes other City equipment to be stored elsewhere. This new building will accommodate the PD needs and will allow for better usage of the existing storage building.

SCOPE OF WORK: Design and construct a new building to house PD seized property.



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.XXX
PROJECT	Sonju Outbuilding Demos and Landscape Restoration	PROJECT STATUS:	
LOCATION	24728 16th Ave S	Preliminary Estimate	X
DESCRIPTION:	Demolish one existing boarded-up outbuilding, haul debris away, and restore landscaping according to park standards. The area will be used for a community garden per the Sonju Park Master Plan.		
		Plans in Preparation	
		P.S.E. Complete	

EXPENDITURE SCHEDULE										
COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 1,200									\$ 1,200
CIP PROJ MANAGEMENT	2,900									2,900
DESIGN / ENGINEERING	-									
LAND	-									
BUILDINGS	-									
IMPROVEMENTS	31,500									31,500
INSPECTION / PERMITS	4,600									4,600
CONTINGENCY	-									
SALES TAX	3,100									3,100
OTHER	-									
TOTAL	\$ 43,300									\$ 43,300

EXPENDITURE SCHEDULE										
FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
UNFUNDED:										
MCI	\$ -									\$ -
TBD	43,300									43,300
TOTAL	\$ 43,300									\$ 43,300

*Excludes FY 12 Amd



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.XXX
PROJECT	Sonju Outbuilding Demos and Landscape Restoration	PROJECT STATUS:	
		Preliminary Estimate	X
		Plans in Preparation	
		P. S. E. Complete	
LOCATION	24728 16th Ave S		

JUSTIFICATION: The existing Sonju property guest house has been boarded up for quite some time, and is attractive to transients and other vandalism activities. A liability to the City, they need to be properly demolished and the debris hauled away. Landscaping will be restored according to park standards.

SCOPE OF WORK: Demolish the guest house, haul away the debris, and restore the landscaping.



2013 - 2018 CAPITAL IMPROVEMENT PLAN Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.049-01
PROJECT	Activity Center Future Expansion Project	PROJECT STATUS:	Preliminary Estimate
LOCATION	2045 South 216th Street		Plans in Preparation
DESCRIPTION:	This project includes 7,000 sq. ft. expansion for a fitness room, health room, multi-purpose room, restrooms, storage, and office space for recreation staff.		
			P.S.E. Complete

EXPENDITURE SCHEDULE

COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 39,000									\$ 39,000
CIP PROJ MGT 1%	39,000									39,000
DESIGN / ENGINEERING	420,000									420,000
BUILDINGS	2,450,000									2,450,000
IMPROVEMENTS	300,000									300,000
Construction Mgt/Proj Mgt	120,000									120,000
CONTINGENCY	300,000									300,000
SALES TAX	261,250									261,250
OTHER-PERMITS	40,000									40,000
Equipment	50,000									50,000
TOTAL	\$ 4,019,250									\$ 4,019,250

FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
MCI	\$ -									\$ -
Bond Proceeds	3,019,250									3,019,250
REET	250,000									250,000
CDBG	500,000									500,000
TBD	250,000									250,000
TOTAL	\$ 4,019,250									\$ 4,019,250

*Excludes FY 12 Amd



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY	General Government	PROJECT NO.	310.049-01
PROJECT	Activity Center Future Expansion Project	PROJECT STATUS:	Preliminary Estimate
LOCATION	2045 South 216th Street		X

DESCRIPTION: This project includes:
2016 - Construction of improvements including fitness room, health room, multi-purpose room, restrooms, storage and office space for recreation staff.

JUSTIFICATION: Activity Center improvements are needed to provide for basic service needs planned for the Community/Senior Center. Senior Services programs are limited due to available space at the existing 7,000 sq. ft. Activity Center. An addition of approximately 7,000 sq. ft will provide space for additional senior services, youth after school and community programs as proposed in the first phase of the Community Center project. It is anticipated that with the remodel of the Activity Center, the Community Center project will not be pursued. Project funding is proposed from Bond proceeds, REET, and CDBG funds.

SCOPE OF WORK:

2016	\$ 420,000
Design	
2016 & Beyond	
Administration	\$ 39,000
PM	39,000
Vestibule Construction	40,000
Building Construction	2,450,000
Site Improvements	300,000
Construction Mgt.	120,000
Sales Tax	261,250
Contingency	300,000
Permits	40,000
Equipment	50,000
	<u>\$ 3,639,250</u>
Total Project Costs	<u><u>\$ 4,059,250</u></u>

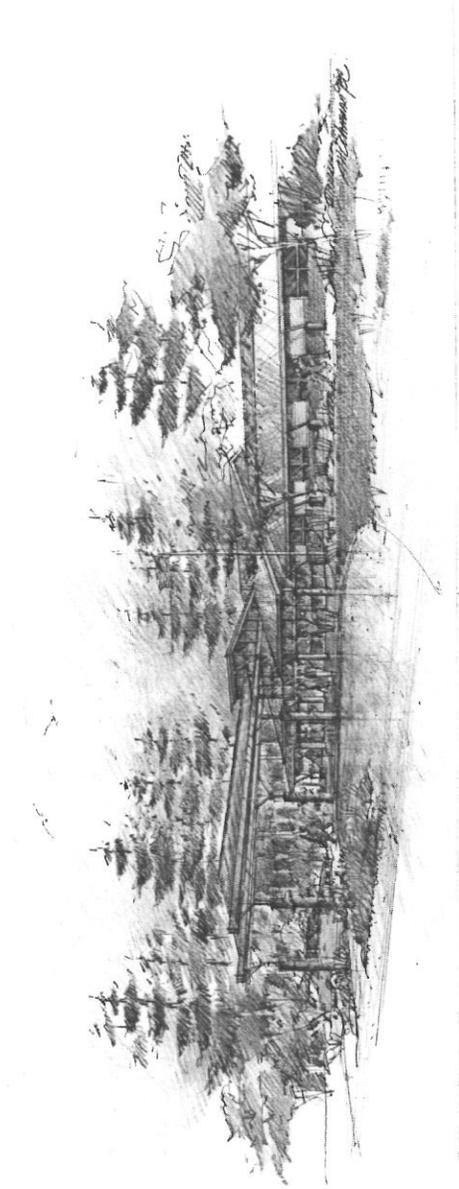


**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY	General Government	PROJECT NO.	310.049-01
PROJECT	Activity Center Future Expansion Project	PROJECT STATUS:	Preliminary Estimate Plans in Preparation P.S.E. Complete
LOCATION	2045 South 216th Street		X

Conceptual Artwork for Activity Center





2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY General Government PROJECT NO. 310.XXX-XX

PROJECT Midway Park Expansion: Land Acquisition & Development PROJECT STATUS: Preliminary Estimate X

LOCATION 2900 S. 221st Street Plans in Preparation

DESCRIPTION: Park Land Acquisition: Acquisition of two of four lots on west side of park and development of park expansion to West. (See Pacific Ridge Prototype Park.) P.S.E. Complete

EXPENDITURE SCHEDULE										
COST ELEMENTS	TOTAL *	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 10,000									\$ 10,000
PROJECT MANAGER	10,000									10,000
DESIGN/ENG	-									
LAND	1,000,000									1,000,000
BUILDINGS	-									
IMPROVEMENTS	-									70
INSPECTION	-									
CONTINGENCY	-									
SALES TAX	-									
OTHER	-									
TOTAL	\$ 1,020,000									\$ 1,020,000

FUNDING SOURCE	TOTAL *	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 15	FY 16	FY 17	FY 18
UNFUNDED:									
TBD	\$ 1,020,000								\$ 1,020,000
Park Fee In Lieu	-								-
TOTAL	\$ 1,020,000								\$ 1,020,000

*Excludes FY 12 Amd



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.XXX-XX
PROJECT	Midway Park Expansion: Land Acquisition & Development	PROJECT STATUS:	
LOCATION	2900 S. 221st Street	Preliminary Estimate	X
		Plans in Preparation	
		P.S.E. Complete	

JUSTIFICATION:

Land acquisition to expand park to the west and improvements as identified in the Parks, Recreation and Senior Services Master Plan (Pacific Ridge Prototype Park): park lighting, pathway improvements, picnicking, play area and parking.

SCOPE OF WORK:

Acquisition \$ 1,000,000

Midway Park Expansion Improvements:

Administration	\$ 3,440
Proj. Mgt.	5,175
Design, Engineering, Permits	37,500
Construction	250,000
Contingency	25,000
Sales Tax	22,000
Permits	10,000
Total	<u><u>\$ 1,353,115</u></u>

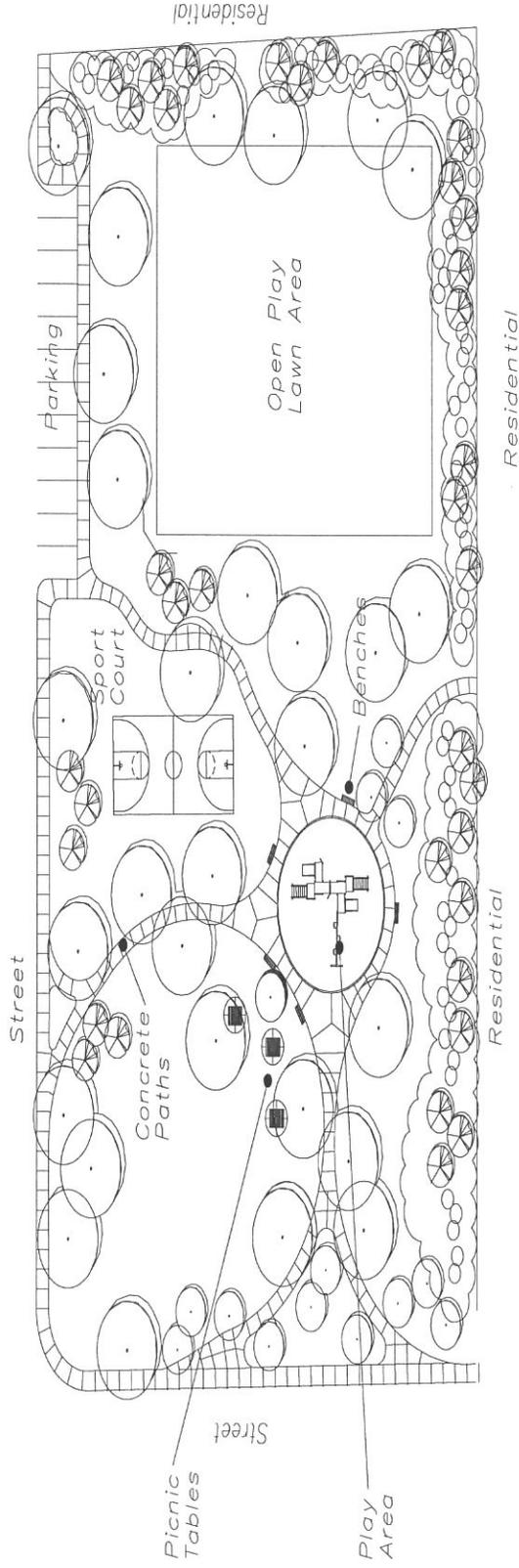


2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.XXX-XX
PROJECT	Midway Park Expansion: Land Acquisition & Development	PROJECT STATUS:	
		Preliminary Estimate	X
		Plans in Preparation	
LOCATION	2900 S. 221st Street	P.S.E. Complete	

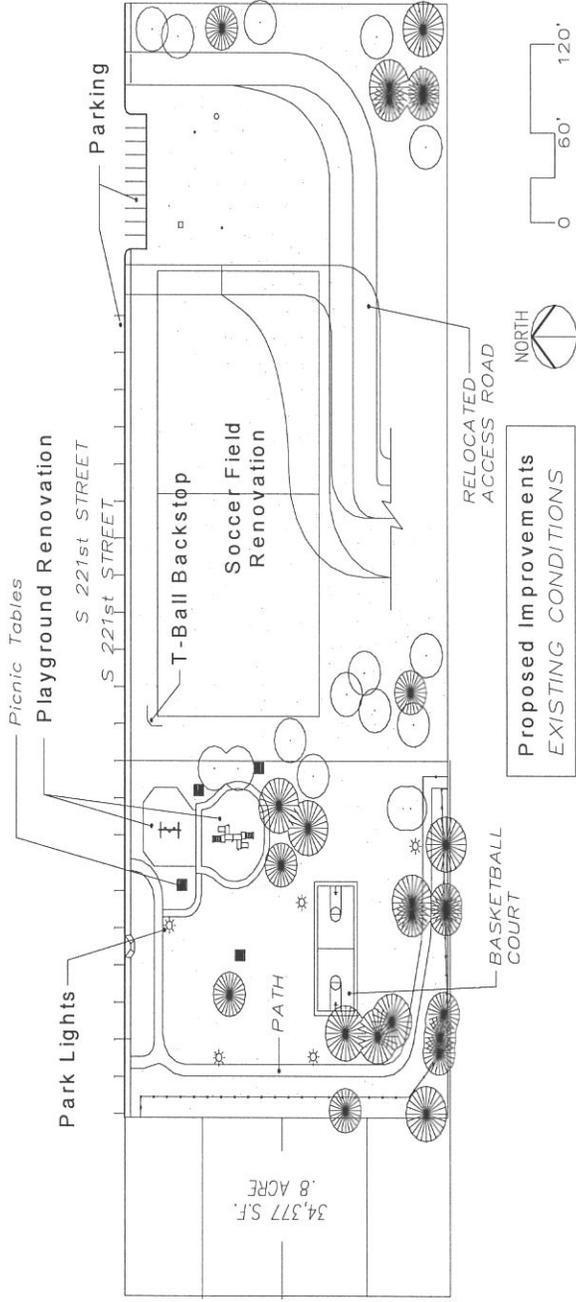




2013 - 2018 CAPITAL IMPROVEMENT PLAN Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.XXX-XX
PROJECT	Midway Park Expansion: Land Acquisition & Development	PROJECT STATUS:	Preliminary Estimate Plans in Preparation P.S.E. Complete
LOCATION	2900 S. 221st Street		X





2013 - 2018 CAPITAL IMPROVEMENT PLAN Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY	General Government	PROJECT NO.	310.046-XX
PROJECT	Steven J. Underwood Memorial Park	PROJECT STATUS:	
LOCATION	21800 20th Avenue South	Preliminary Estimate	X
DESCRIPTION:	Improvements needed to complete Steven J. Underwood Memorial Park: 2017 & beyond- soccer field and field lighting and parking area.		
		Plans in Preparation	
		P.S.E. Complete	

EXPENDITURE SCHEDULE										
COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMINISTRATION	\$ 12,500								\$ 12,500	
CIP PROJ MANAGEMENT	12,500								12,500	
DESIGN / ENGINEERING	150,000								150,000	
LAND	-									
BUILDINGS	-									74
IMPROVEMENTS	1,000,000								1,000,000	
INSPECTION / PERMITS	50,000								50,000	
CONTINGENCY	98,000								98,000	
SALES TAX	95,000								95,000	
TOTAL	\$ 1,418,000								\$ 1,418,000	

FUNDING SOURCE	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
RCO (unconfirmed)	\$ 500,000								\$ 500,000	
MCI	50,000								50,000	
Contributions	-									
Legacy Foundation	-									
TBD/REET	818,000								818,000	
Park-in-Lieu	50,000								50,000	
TOTAL	\$ 1,418,000								\$ 1,418,000	

*Excludes FY 12 Amd



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY	General Government	PROJECT NO.	310.046-XX
PROJECT	Steven J. Underwood Memorial Park	PROJECT STATUS:	
LOCATION	21800 20th Avenue South	Preliminary Estimate	X
		Plans in Preparation	
		P.S.E. Complete	

JUSTIFICATION:

Completion of Steven J. Underwood Memorial Park is a priority one need as identified by the 2010 Parks, Recreation and Senior Services Master Plan to include adequate parking and a field turf soccer field with lights.

SCOPE OF WORK:

<u>2017-beyond</u>	
Administration	\$ 12,500
PM	12,500
Design, Engineering, Permits	150,000
Construction*	1,000,000
Inspection/Permits	50,000
Contingency	98,000
Sales Tax	95,000
Total	<u>\$ 1,418,000</u>



2013 - 2018 CAPITAL IMPROVEMENT PLAN

Municipal Capital Improvement

CAPITAL IMPROVEMENT PLAN REQUEST FORM

CATEGORY General Government PROJECT NO. 310.XXX

PROJECT South Des Moines Park Acquisition Project Type:

LOCATION Council Goals met:

DESCRIPTION: Acquisition of park land to serve the south Des Moines recreational needs identified as a Priority 1 project in the 2010 Parks and Recreation Council Objectives met:

Project Status

EXPENDITURE SCHEDULE

COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ADMIN (CITY STAFF)	\$ 20,000									\$ 20,000
CIP PROJ MANAGEMENT	20,000									20,000
DESIGN / ENGINEERING	-									
LAND	2,000,000									2,000,000
BUILDINGS	-									
IMPROVEMENTS	-									
INSPECTION	10,000									10,000
CONTINGENCY	-									
SALES TAX	-									
OTHER	-									
TOTAL	\$ 2,050,000									\$ 2,050,000

FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amd	FY 13	FY 14	FY 15	FY 16	FY 18
TBD	\$ 1,000,000								\$ 1,000,000
RCO (unconfirmed)	1,000,000								1,000,000
Impact Fees	50,000								50,000
TOTAL	\$ 2,050,000								\$ 2,050,000

*Excludes FY 12 Amd



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Municipal Capital Improvement**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY	General Government	PROJECT NO.	310.XXX
PROJECT	South Des Moines Park Acquisition	Project Type:	
LOCATION		Council Goals met:	
		Council Objectives met:	
		Project Status	

JUSTIFICATION:

South Des Moines has very few active recreational opportunities for citizens. This project proposes acquisition of land for the purpose of developing a community park to serve greater Des Moines and the South Des Moines, Zenith, Woodmont West and Woodmont East and Redondo planning areas.

SCOPE OF WORK:

Acquisition of Land.

AGENDA ITEM

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Improvement Recommendations for
Marine View Drive Crosswalks

AGENDA OF: November 1, 2012

DEPT. OF ORIGIN: Planning, Building & Public
Works

ATTACHMENTS:

DATE SUBMITTED: October 23, 2012

1. Marine View Drive Walking Audit Memorandum - August 2012
2. Marine View Drive South Downtown Corridor Pedestrian Crossing Study – February 2003
3. Excerpt from February 6, 2003 Council Meeting Minutes
4. 2013–2018 DRAFT Transportation Capital Improvement Program – Traffic Safety Program

CLEARANCES:

[] Legal N/A

[X] Finance ph

[] Marina N/A

[] Parks, Recreation & Senior Services N/A

[X] Planning, Building & Public Works HA

[X] Police JBS

APPROVED BY CITY MANAGER
FOR SUBMITTAL: HA

Purpose and Recommendation:

The purpose of this Agenda Item is to discuss pedestrian crossings at the unsignalized intersections on Marine View Drive in the Downtown, report on the results of the Marine View Drive Walking Audit that took place on August 28th, 2012 (Attachment 1), and to inform the Council on steps staff is prepared to take in the short, mid, and long term to improve pedestrian crossings along Marine View Drive in the Downtown.

Suggested Motion:

Staff does not have a suggested motion. Consensus confirmation of the proposed short term improvements and the 2013-2018 Traffic Safety Program project in the CIP from Council or direction to modify the project before the CIP is scheduled for final adoption is requested.

Background:

Pedestrian safety along Marine View Drive is not a new issue. In the early 1990's, the City constructed a large capital investment project in the downtown along Marine View Drive and 7th Avenue South that added and improved sidewalks, including marking crosswalks at the unsignalized intersections. Following this project in the late 1990's and early 2000's, pedestrian crossing concerns arose from citizens. At that time the City Council directed staff to investigate the corridor with respect to the pedestrian crossing safety. In February of 2003 staff gave a presentation to the Council on a Marine View Drive Downtown Corridor Pedestrian Crossing Study. A copy of that report is provided as Attachment 2_ and an excerpt of the February 6, 2003 Council meeting minutes is provided as

Attachment 3. The 2003 study looked at accident history, vehicle volumes, speeds, and pedestrian crossing volumes. Based on observations of pedestrian and motorist behavior, the results of the 2003 study generally showed that motorists were less likely to stop for pedestrians who did not clearly indicate that they were ready to use the crosswalks. The 2003 report also described several different improvement options including pedestrian flags, educational pedestrian signs, one-way couplet, bulb-outs, pedestrian traffic signal, police enforcement, overpass, in-pavement flashing lights, raised crosswalks, flashing beacon warning lights, and refuge islands. Staff at that time did not see a need for or recommend major modifications to the pedestrian treatments in place at that time. The study did recommend a follow-up study in warmer weather when more pedestrians might be present, and that pedestrian visibility treatments and continued police enforcement would be the most appropriate for Marine View Drive. Overall the 2003 study concluded that considering the volume and roadway characteristics of Marine View Drive, pedestrian safety was excellent with some room for improvement of pedestrian “right-to-cross” issues.

Since the 2003 study, there has been very little change to the Marine View Drive pedestrian crosswalk and roadway characteristics. Staff in the Public Works and Police Departments continue to receive occasional calls from citizens concerned about pedestrian crossings at the unsignalized intersections along Marine View Drive in the Downtown.

Recently, staff received requests for the City to implement a pedestrian flag program from the Des Moines Senior Advisory Committee. In response to the specific request of crosswalk flags, City staff and industry experts have found that such programs are only meaningful if they are well-maintained and that on-going maintenance and flag balancing work can be a significant labor cost for the City. More importantly, there is also the additional challenge of then determining if and when to widen the flag program to other areas of the City for consistency and uniformity.

In addition to the recent conversations with members of the Senior Advisory Committee, in recent months citizen requests for crosswalk improvements have increased. Due to the recent requests for improvements, staff discussed the issues with the Public Safety and Transportation Committee. Since it had been nearly 10 years since the previous study, and in that time there have been some advancements in crosswalk treatment technology and guidelines used at unsignalized crosswalk locations, the decision was made to take fresh look at the Marine View Drive unsignalized crosswalks.

Discussion:

Corridor facts

Marine View Drive between South 216th Street/7th Pl. South and South 227th Street is a north-south principal arterial. It is designated as a State Highway (SR-509). This section of Marine View Drive is a little over a ½ mile in length and consists of three lanes – one for Northbound traffic, one for Southbound traffic, and one center two-way-left-turn lane. The intersections at South 216th/7th Pl. S., 223rd, and 227th Streets are signalized, and the remaining 5 intersections are side street stop control. The posted speed limit on Marine View Drive is 30 MPH. Traffic volumes on Marine View Drive in the corridor have reached as high as 20,000 vehicles per day in past years, but are currently at around 17,000. There have been relatively few reported collisions over the past four years at the unsignalized crosswalks, with only one pedestrian/vehicle collision at South 226th Street, and six vehicle/vehicle collisions throughout the corridor due to vehicles stopping for pedestrians in the unsignalized crosswalks between the years 2008 - 2011. These collision statistics are not considered significant. There are nine marked crosswalks on Marine View Drive at five unsignalized intersections in the corridor.

National Crosswalk Studies and Guidelines

Over the past 30+ years several pedestrian crosswalk safety studies have been conducted in the United States in order to create more specific guidelines on pedestrian crossing treatments. These studies, together with the Washington State Department of Transportation Design Manual, and the Manual on Uniform Traffic Control Devices (MUTCD), published by the Federal Highway Administration and adopted by the State of Washington, constitute the overarching authority when it comes to guidelines for marking, signing, and treatments for crosswalks.

The most recent significant study was completed in 2006; Report 562 published by the National Transportation Research Board (NCHRP 562). The summary findings in NCHRP 562 essentially developed guidelines to recommend one of four possible crossing treatment categories: 1) marked crosswalk, 2) enhanced, high-visibility or “active when present” traffic control device, 3) modified red pedestrian signal, or 4) conventional traffic signal. The unsignalized crossings on Marine View Drive currently are in the “marked crosswalk” category. According to the NCHRP 562 study, for roadways posted at 35 mph or less (such as Marine View Drive), unless there are 20 pedestrian crossings in the peak hour at a crosswalk, marking the crosswalk is not recommended. The current peak hour pedestrian crossing volume at several of the Marine View Drive unsignalized crosswalks is estimated to be close to or less than this suggested threshold of 20 crossings. Based on this, one could conclude that the existing crosswalk treatments are more than adequate.

NCHRP 562 would suggest that engineering judgment be used when considering the decision to make improvements to marked crosswalks in order to bring them into the second tier category of “enhanced, high-visibility or active when present traffic control device” level or the third category of “modified red pedestrian signal. These intermediate categories could be used when conventional traffic signal warrants are not satisfied at intersections with unsignalized pedestrian crossings. For the 5 unsignalized intersections along Marine View Drive, no traffic signal warrants are satisfied. Therefore engineering judgment should be exercised.

The WSDOT Design Manual would suggest providing some additional enhancement to the existing crosswalks since the volume on Marine View Drive is greater than 15,000 vehicles per day. If the speed limit were 45 mph, the WSDOT would suggest adding “active enhancement” to the crosswalks, similar to the “active when present” Category 2 level of treatments in the NCHRP 562 study. However, since the speed limit on Marine View Drive is 30 mph, based on speed limit alone, the marked crosswalks would not necessarily warrant “active enhancement”, per WSDOT guidelines.

While the Manual on Uniform Traffic Control Devices provides some guidance for when to mark a crosswalk, there is little guidance provided on when to install supplemental devices, and suggests the engineering judgment be used when considering supplementary devices.

Walking Audit

City staff partnered with a local transportation consultant firm (Fehr and Peers) to facilitate a “walking audit” style public open house on August 28th, 2012. Fehr and Peers provided a follow-up memorandum of findings and recommendations (Attachment 1). The purpose of the open house was to invite the public to express their concerns with the existing unsignalized crosswalks on Marine View Drive and conduct a “field” exercise along the corridor in order to examine the crossing locations in more detail. A representative from WSDOT also attended since Marine View Drive is a state route (SR 509). While public attendance at the meeting was light, those that attended provided good input.

As with the 2003 study, there was consensus among attendees that yield rates for pedestrians trying to cross Marine View Drive are very low. Drivers appear to be unaware that they are entering a downtown context and that they should expect higher levels of pedestrian activity and crossings. Using attendee feedback on elements to consider as potential improvements, Fehr and Peers prepared their report and recommendations. Improvements have been segmented into short-term and mid- or long-term solutions. The following Table summarizes the improvements that are recommended:

Table 1

RECOMMENDED PEDESTRIAN IMPROVEMENTS

Intersection	Short-term Improvement(s)	Mid-Term Improvement(s)	Long-Term Improvement(s)
S 219 th Street	(1) Select One Crosswalk for Enhancement and Remove the Other, (2) Remove/Trim Landscaping to Improve Visibility, (3) Add Standard Pedestrian Crossing Signage	(1) Add RRFB* at curb, (2) Add Pedestrian Scale Lighting	
S 220 th Street	Add Standard Pedestrian Crossing Signage	(1) Add RRFB* at Curb, (2) Add Pedestrian Scale Lighting	
S 222 nd Street	(1) Remove/Trim Landscaping to Improve Visibility, (2) Add Standard Pedestrian Crossing Signage	(1) Install Overhead Pedestrian Beacon(s), (2) Add Pedestrian Scale Lighting	
S 225 th Street	(1) Remove Landscaping and Relocate Trash Can to Improve Visibility, (2) Add Standard Pedestrian Crossing Signage	(1) Install Overhead Pedestrian Beacon(s), (2) Add Pedestrian Scale Lighting	Relocate Western Crosswalk and Curb Ramps Closer to Marine View Drive
S 226 th Street	(1) Select One Crosswalk for Enhancement and Remove the Other, (2) Add Standard Pedestrian Crossing Signage	(1) Add RRFB* at Curb, (2) Add Pedestrian Scale Lighting	Relocate Western Crosswalk and Curb Ramps Closer to Marine View Drive

*RRFB = Rapid Rectangular Flashing Beacon (*refer to Attachment 1 for example photo*)

The recommendations shown in Table 1 are consistent with National Studies and Guidelines, and City staff concur with these recommendations. These recommendations meet the standard of acceptable engineering judgment, and can be implemented along Marine View Drive, while maintaining consistency and uniformity of similar treatments throughout the City.

Next Steps:Short-term Recommendations (2012 work)

Based on the recommendations shown in Table 1, staff is preparing to implement the short term recommendations as soon as possible within existing budget authority. Recommended crosswalk modifications and Pedestrian Warning Signs will be implemented before the end of 2012. Staff will begin work with a Landscape Architect to modify, trim, and or remove the landscaping (trees and shrubs) as needed to improve visibility and sight distance.

Mid-term Recommendations (2013 - 2014 work)

Staff will prepare designs for the installation of the Rapid Rectangular Flashing Beacons, and overhead beacons. These improvements are included in the proposed 2013-2018 Transportation CIP and will be constructed as funding becomes available.

Staff will work with a consultant on the design and installation of pedestrian scale lighting, and prepare cost estimates and budgets for a future capital improvement plan.

Long-term Recommendations

Relocation of the curb ramps and crosswalks should be coordinated with the next pavement overlay at these locations.

Alternatives:

Option 1: Council could concur with the recommendations and implementation schedule. This is recommended by staff.

The follow options are not recommended by staff:

Option 2: Council could modify the proposed schedule for short, mid, and long term recommendations.

Option 3: Council could direct staff to study an alternative not identified or currently recommended.

Option 4: Council could choose to do nothing.

Financial Impact:

Funding for the short-term and mid-term recommendations would come from the Traffic Safety Fund, using revenues from the Automated Speed Enforcement (ASE) program. With the exception of the pedestrian scale lighting improvements, these costs are included in the 2013-2018 Transportation CIP, which is scheduled for adoption at the November 8th, 2012 Council Meeting.

The long-term recommendations will be incorporated into a future overlay project, as overlay projects typically require reconstruction of curb ramp in order to meet ADA requirements.

Recommendation/Conclusion:

Staff requests that the City Council concur with the recommendations and timing of implementation when approving the 2013-2018 CIP, or direct staff to modify the CIP before it is considered for final adoption.

Concurrence:

The Planning, Building, and Public Works, Finance and Police Departments concur with the recommendation.

MEMORANDUM

Date: October 23, 2012
To: Dan Brewer and Brandon Carver, City of Des Moines
From: Jonathan Williams and Matthew Ridgway, Fehr & Peers
Subject: **Marine View Drive Walking Audit**

This memorandum reviews the walking audit that was conducted along Marine View Drive between S 219th Street and S 226th Street. It was conducted on August 28th, 2012 from 4:30 PM to 7:00 PM. It consisted of an Open House meeting, presentation, and a walk of the corridor. Attendees made comments throughout. This memorandum generally addresses those comments and makes initial corridor improvement recommendations.

Background

City staff and planning documents have previously evaluated or discussed pedestrian issues along Marine View Drive (MVD). MVD in downtown Des Moines was identified in the 2009 Comprehensive Transportation Plan as having “high traffic volumes during the commute hours which limits east-west access in the Downtown area, resulting in poor [vehicle] LOS operations for side streets such as S 220th Street and S 222nd Street. In a like manner, pedestrians crossing MVD have a challenge to find acceptable gaps in traffic to cross the street.”

MVD is designated as State Route 509 in the corridor. Traffic volumes on MVD in the corridor have reached as high as 20,000 vehicles per day in past years, but are currently at around 17,000. The posted speed limit is 30 miles per hour (mph) and the 85th percentile speed is 34 mph. The City conducted a collision analysis at the time of the walking audit. That analysis showed that there have been relatively few reported collisions over the past four years, with only one ped/vehicle collision at S 226th Street, and six vehicle/vehicle rear-end collisions throughout the corridor, potentially due to vehicles stopping for pedestrians in the unsignalized crosswalks. There are nine marked crosswalks on MVD at five unsignalized intersections in the corridor.



The main focus of this effort is to identify improvements that make the unsignalized pedestrian crossings of MVD more pedestrian friendly in the short term and to plan for mid and long term improvements. The focus of this effort is on the existing unsignalized crossings of MVD.

Recent interest by community citizens and the Senior Advisory Committee members to address pedestrian concerns along MVD prompted the walking audit.

Open House

A presentation on the corridor was provided at the open house that focused on existing conditions and discussed potential improvements that could be made. A walk audit followed this presentation. It was attended by City Staff (including public works and police), Fehr & Peers Staff, WSDOT, and members of the public. While public attendance at the meeting was light, those in attendance provided valuable feedback.

There was consensus among attendees that vehicles simply do not stop for pedestrians trying to cross MVD, and that drivers appear to be unaware that they are entering a downtown context and that they should expect pedestrians to be crossing.

The feedback on potential treatments was summarized as a list of potential improvements that attendees thought were appropriate for the corridor and those that were not applicable.

Improvements/programs to move forward for further consideration:

- Trimming, removing, and/or replacing landscaping to improve visibility of pedestrians
- Signage at crosswalks

Improvements/programs not deemed applicable or helpful:

- Driver speed feedback signs (signs that inform drivers of the speed they are driving compared to the posted speed limit)
- Additional curb bulbs (curb extensions that shorten pedestrian crossing distances)



- Pedestrian-scale lighting
- Pedestrian countdown signals (City is planning to install these at 216th/7th Pl. S., 223rd, and 227th)
- Focused police enforcement targeting motorist yield compliance
- Removal of left turn pockets or lane narrowing on MVD to install pedestrian refuge islands
- Eliminating bus pull-outs and moving stops into the travel lane

There was additional discussion over a pedestrian flag program, with several attendees voicing support for a similar program on MVD. City and consultant staff responded that such programs are only meaningful if they are well-maintained and that the on-going maintenance and flag balancing work can be a significant labor cost for the City. There is the additional challenge of then determining if and when to widen the flag program to other areas of the City. Consultant and City staff added that individuals are free to carry flags for their own use, and that a crossing flag giveaway could be part of a potential pedestrian safety outreach campaign.

Improvement Recommendations

Using attendee feedback on improvements and walking audit, recommendations were developed. Improvements have been segmented into short-term, mid-term, or long-term solutions. They are identified on **Figures 1-7** at the end of this document, ordered from north to south along MVD. These improvements are also summarized in **Tables 1-2**. The following images were taken by City and Consultant staff during the walking audit and demonstrate the need for landscape modifications and enforcing existing regulations to keep sidewalks clear of obstructions.



Modify landscaping to improve visibility

Remove signs blocking sidewalk

Signalized Intersections

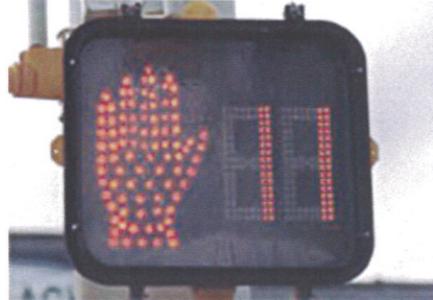
For the signalized intersections at S 216th, S 223rd, and S 227th Streets, we recommend the following improvements.

TABLE 1. IMPROVEMENT RECOMMENDATIONS AT SIGNALIZED INTERSECTIONS

Intersection	Short-term Improvement(s)	Mid-Term Improvement(s)	Long-Term Improvement(s)
S 216 th Street	Install Pedestrian Countdown Signals		
S 223 rd Street	Install Pedestrian Countdown Signals		Relocate Pedestrian Push Buttons Closer to Crossing
S 227 th Street	Install Pedestrian Countdown Signals		Relocate Pedestrian Push Buttons Closer to Crossing



As a short-term solution the City is planning to add pedestrian countdown timers at all signalized intersections. These timers are active during the "Flash Do Not Walk" phase and indicate to pedestrians how much time remains before the solid "Do Not Walk" phase. Not only do these timers make crossing the street easier for pedestrians, vehicles often use these timers as a "pre-yellow" resulting in reduced vehicle collisions.



**Pedestrian Countdown Signal
 (FHWA, 2012)**

Longer term improvements include relocating pedestrian push buttons to within 10 feet from the curb line to reduce out-of-direction travel required by pedestrians using the push buttons.

Unsignalized Intersections

Unsignalized intersections can be challenging for pedestrians to cross on busy arterials, as they require vehicles to yield. Improvement recommendations focus on techniques that will make drivers more aware of pedestrians. The current crosswalks on MVD at unsignalized intersections do not have corresponding signage indicating their presence. In order to make drivers more aware of pedestrians waiting to cross MVD, we recommend the following improvements.

TABLE 2. IMPROVEMENT RECOMMENDATIONS AT UNSIGNALIZED INTERSECTIONS

Intersection	Short-term Improvement(s)	Mid-Term Improvement(s)	Long-Term Improvement(s)
S 219 th Street	(1) Select One Crosswalk for Enhancement and Remove the Other, (2) Remove/Trim Landscaping to Improve Visibility, (3) Add Standard Pedestrian Crossing Signage	(1) Add RRFB at curb, (2) Add Pedestrian Scale Lighting	
S 220 th Street	Add Standard Pedestrian Crossing Signage	(1) Add RRFB at Curb, (2) Add Pedestrian Scale Lighting	



S 222 nd Street	(1) Remove/Trim Landscaping to Improve Visibility, (2) Add Standard Pedestrian Crossing Signage	(1) Install Overhead Pedestrian Beacon(s), (2) Add Pedestrian Scale Lighting	
S 225 th Street	(1) Remove Landscaping and Relocate Trash Can to Improve Visibility, (2) Add Standard Pedestrian Crossing Signage	(1) Install Overhead Pedestrian Beacon(s), (2) Add Pedestrian Scale Lighting	Relocate Western Crosswalk and Curb Ramps Closer to Marine View Drive
S 226 th Street	(1) Select One Crosswalk for Enhancement and Remove the Other, (2) Add Standard Pedestrian Crossing Signage	(1) Add RRFB at Curb, (2) Add Pedestrian Scale Lighting	Relocate Western Crosswalk and Curb Ramps Closer to Marine View Drive

Short term improvements focus on elements that can quickly be adopted. Where noted on Figures 1, 3, and 5, landscaping should be addressed to improve visibility of pedestrians on the curb to approaching motorists. Standard pedestrian signage should be added. The MUTCD does not provide specific guidance for the placement of pedestrian warning signs at an intersection with two crosswalks, but the signs should be posted in compliance with all related Manual of Uniform Traffic



Pedestrian Crossing Warning Sign



Control Devices (MUTCD) guidelines and be a standard W11-2 Pedestrian Crossing Road Sign.

Mid-term improvements include adding pedestrian-actuated beacons at either the curb or overhead and adding pedestrian scale lighting so that pedestrians are more visible for motorists on MVD.

Solar-powered RRFB (FHWA, 2012)

Curb beacons are recommended at S 219th, 220th, and S 226th Streets as Rapid Rectangular Flashing Beacons (RRFBs). These beacons are also known as Stutter Flash or LED Beacons and are user-actuated amber LEDs



that are often solar powered and supplement warning signs.

In-street islands are not required for RRFBs and beacons can be installed on the sidewalk when right of way is limited. There is no existing guidance in the RRFB supplement to the MUTCD regarding placement of beacons at an intersection with two crosswalks. By standard practice, RRFBs should be added on both crosswalk approaches to face oncoming traffic and be wired to activate simultaneously. As an option, the RRFBs could be further supplemented by installed advanced yield lines and "Yield Here" signs 25 feet before the crosswalk. However, this is not required.

Overhead beacons are recommended at S 222nd and S 225th Streets and should be mounted over both crosswalks (where applicable). The lights should be pedestrian actuated and wired to flash both locations (where applicable) simultaneously if a pedestrian activates either location.



Overhead Pedestrian Beacon

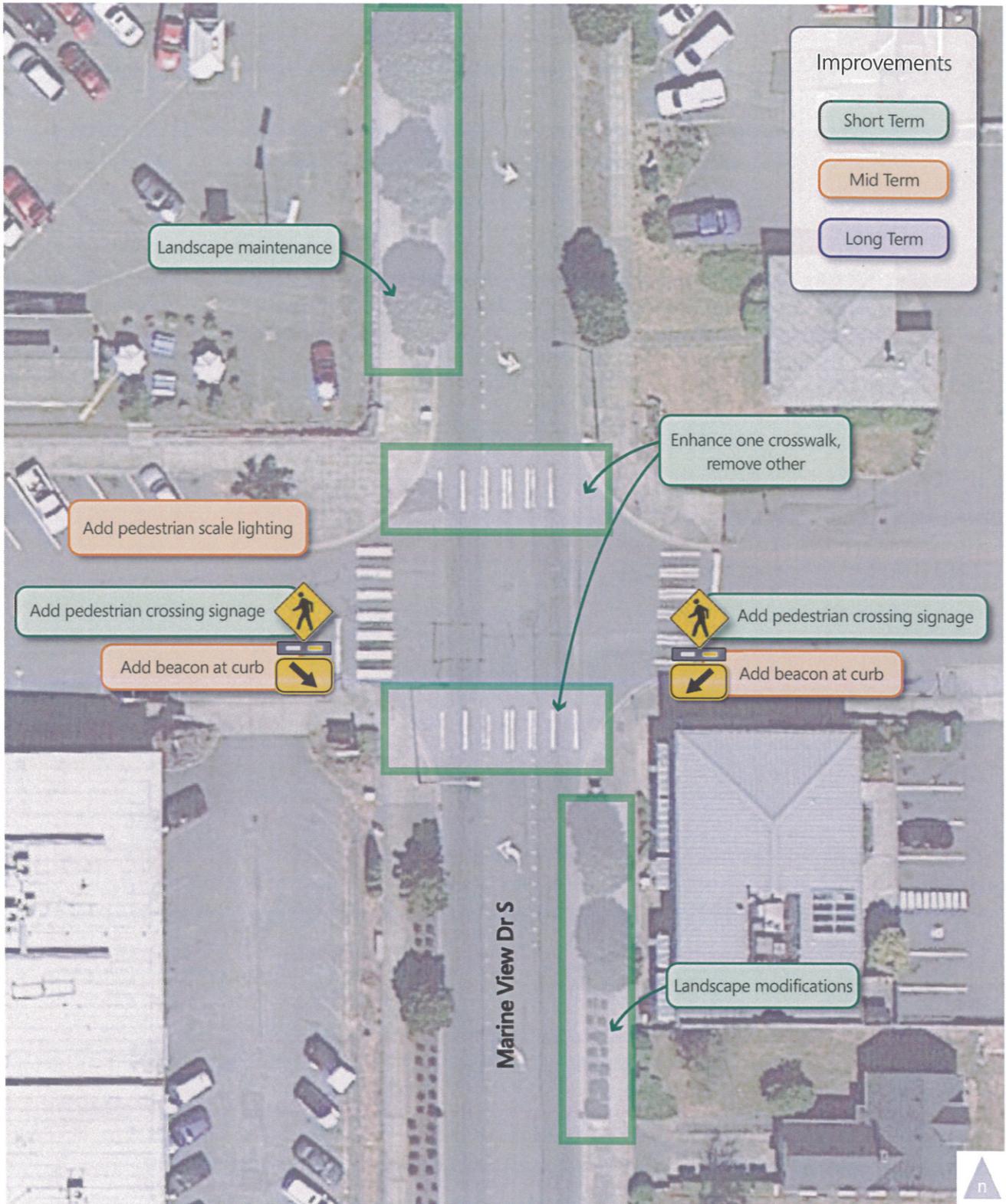


Figure 1.
Pedestrian Improvements at S 219th St and Marine View Dr



Figure 2.
Pedestrian Improvements at S 220th St and Marine View Dr

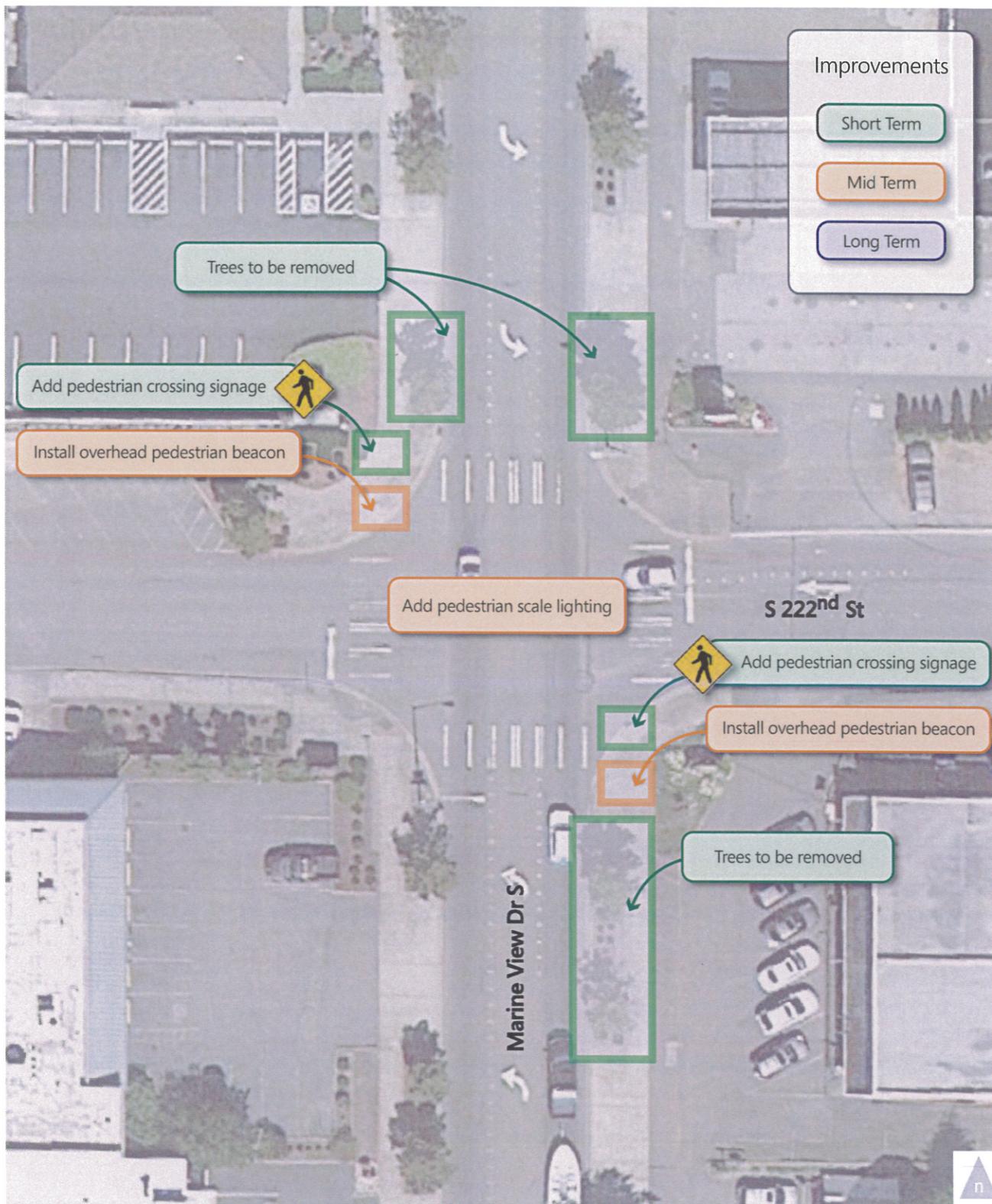


Figure 3.
Pedestrian Improvements at S 222nd St and Marine View Dr



Figure 4.
Pedestrian Improvements at S 223rd St and Marine View Dr

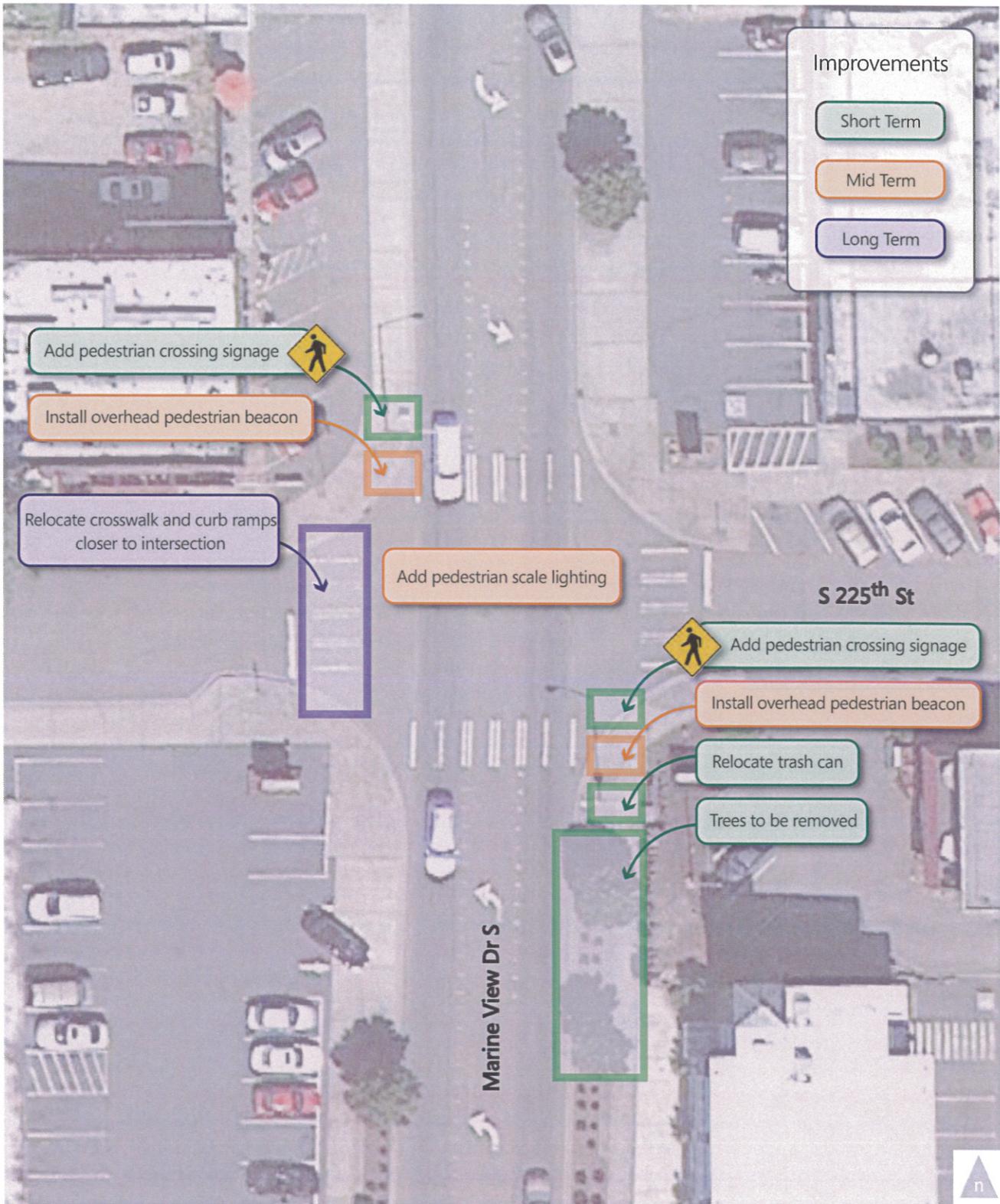


Figure 5.
Pedestrian Improvements at S 225th St and Marine View Dr

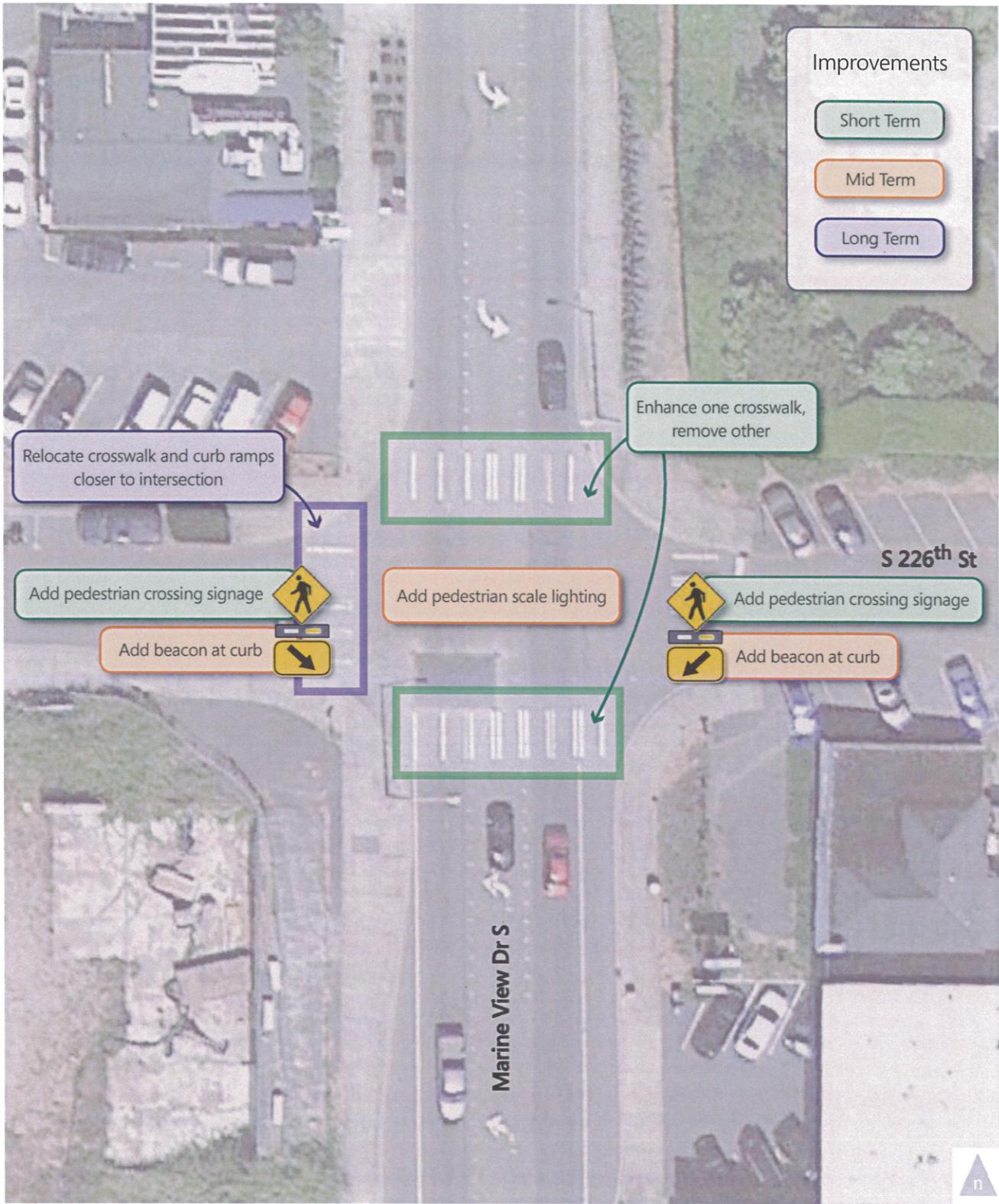


Figure 6.
Pedestrian Improvements at S 226th St and Marine View Dr



Figure 7.
Pedestrian Improvements at S 227th St and Marine View Dr

City of Des Moines
Engineering Department

**Marine View Drive South Downtown Corridor
Pedestrian Crossing Study**

Council Presentation
February 6, 2003

Attachment 2

Background

At the direction of Council, this study has been prepared in order to identify pedestrian problems on Marine View Drive in the downtown area, and to list suggestions for improvement.

Marine View Drive in the study area (South 216th Street to South 227th Street) is a N-S arterial (WSDOT SR509). This section of Marine View Drive is approximately 1 mile in length and has a width of three lanes - 1 North, 1 South, and 1 center two-way left turn lane. The intersections at South 216th, 223rd, and 227th Streets are signalized, with the remainder being only stop controlled on the minor approaches. Speed is posted at 30 mph throughout, and roadway geometry and sight distance are good for the posted speed. The study area is lined with businesses for its full length, and is also within walking distance of the Marina, Beach Park, and Wesley Homes senior facilities. Its location makes it a popular place for pedestrians, and it is generally pedestrian friendly, with many well-marked crosswalks, full sidewalks, several bus stops, and traffic signs denoting the presence of pedestrians. In spite of its excellent pedestrian facilities, it is not especially well suited for pedestrian crossing in terms of roadway width and traffic volume in particular. SR509 is a popular commuter route, because it links commuters in South King County with the uncompleted SR509 freeway north to Seattle. Average Daily Traffic on this portion of Marine View Drive is approximately 20,000 vehicles per day (In comparison Pacific Highway in the Des Moines area carries approximately 30,000 vehicles per day).

The Problem

Each year many complaints are received by the Engineering and Police Departments regarding pedestrian usage on Marine View Drive. The complaints largely focus on two issues:

1. Driver's tendency to not stop for pedestrians at the marked crosswalks at unsignalized intersections, and
2. Concerns about pedestrian safety

Both of these concerns have been addressed recently. Engineering has placed traffic signage informing motorists of their responsibility to yield to crossing pedestrians. The Police Department has also been heavily involved in crosswalk enforcement, writing 151 tickets in the past six months.

The purpose of this study is to determine whether a significant problem exists, both qualitatively and quantitatively, and to suggest suitable improvements if deemed necessary.

Accidents

Accident records on file with the Engineering Department relating to pedestrians and the study area were reviewed. Records for the last five years (1998-2002) were used because a five-year accident window is generally the maximum used. Accident records on file range from approximately 1990 to the present, but pre-1998 accident levels are consistent with the current five-year window. No fatality accidents were on record.

There were only five vehicle-pedestrian accidents to be found in the 1998-2002 study period. Thankfully, these accidents resulted in only minor injuries. A graph of these accidents is shown in Figure 1.

A small number of vehicles which stopped to yield to pedestrians were rear-ended by other motorists. A graph of these accidents is shown in Figure 2.

The low number of pedestrian-related accidents during this five-year period is remarkable considering the traffic and pedestrian volumes that share this roadway:

$20,000 \text{ veh passes/day} * 365 \text{ days/year} * 5 \text{ years} = 36,500,000 \text{ veh passes}$

Every time a pedestrian crosses *any* roadway there is an inherent safety risk of being struck by an automobile. Considering the above, it is fair to say that this roadway section does not suffer from a **gross** safety deficiency. Over such a long time period and with high traffic volumes, an obvious deficiency should have manifested itself in a more extensive accident history.

Pedestrian Study

The primary area of focus was between, and including, the signalized intersections at South 216th Street and South 227th Street. This encompassed all marked uncontrolled intersection crosswalks (South 218th Street, South 219th Street, South 220th Street, South 222nd Street, South 225th Street, South 226th Street) and the Signalized intersection at South 223rd Street. Jaywalkers crossing between these intersections are also noted. These studies were conducted on four separate days between the hours of 7-9am, 11am-1pm, and 4-6pm. These times were selected because they are both pedestrian and vehicle peak hours of usage. Pedestrian volumes are shown in Figure 3. Figure 3 shows that the bulk of pedestrian activity is concentrated in the 218th – 220th area as expected. This is also the only area where a significant number of people chose to jaywalk. It should be noted that these low pedestrian counts were observed in January in poor pedestrian weather conditions. In spite of this, Engineering believes that the observation does show the correct proportionality of pedestrian usage on Marine View Drive. A study should be taken in the summer months to determine peak

Figure 1 - Pedestrian Accidents

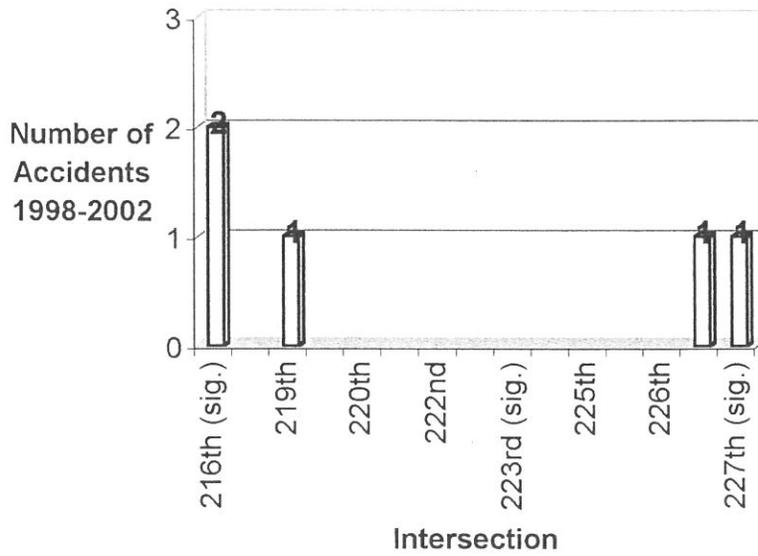


Figure 2. Pedestrian Related Rear-End Collisions

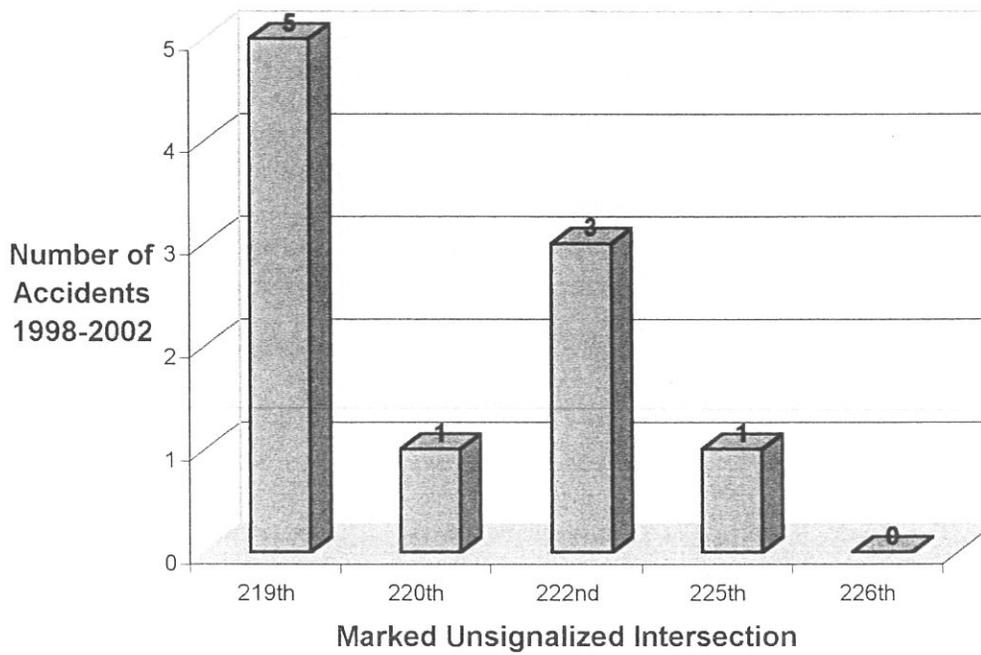
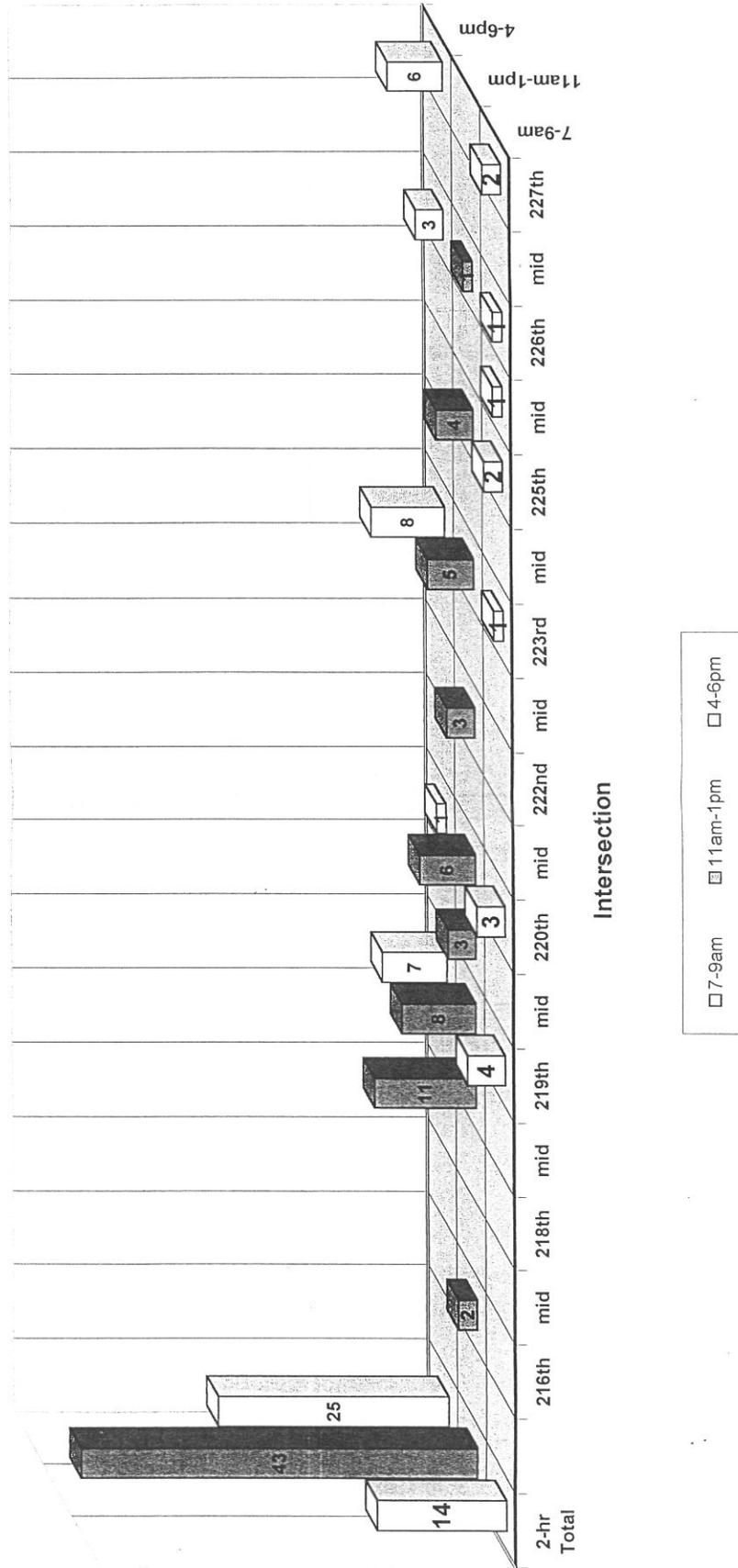


Figure 3 - Pedestrian Volume Disbursement During Poor Weather Conditions (Overcast/ Scattered Showers)



good-weather pedestrian volumes which are expected to be higher. It is hard to predict at this time what pedestrian volumes would be if Marine View Drive was easier to cross.

Observation of pedestrians generally showed that crossing difficulty was different in each time period. Commute peak hour crossings proved to be more difficult than in the lunch time period. *Typically* during the peak hours, an average of 5-6 vehicles passed before allowing a pedestrian at curbside to cross. During the lunch time period, the average was 2-4 vehicles. During the study, it was very rare for a pedestrian to wait longer than the waiting time that would be expected at a signalized intersection, however three people did have to wait for 10-20 vehicles to pass before a motorist would yield for their crossing. It is difficult to quantify exactly how long a pedestrian usually waits to cross a typical roadway (myriad of factors), but during the study period there generally seemed to be no *great* difficulty in crossing the roadway.

Not surprisingly, observation of pedestrian and motorist behavior generally showed that motorists were less likely to stop for pedestrians who did not clearly indicate that they were ready to use the crosswalks. It is not uncommon for pedestrians to stand far away from curbside and wait until traffic has completely cleared until attempting to cross the road. This causes two problems: (1) The pedestrian positions themselves even further outside of the driver's field of vision thereby reducing the chance that they will be noticed, and, (2) The motorist is unclear whether the pedestrian wants to cross. In the time it takes to process this information, the driver is often in the "dilemma zone" – a point at which the only two options are to quickly bring the vehicle to a stop or to drive through. Most often the driver will drive through rather than do a harsh braking maneuver. UNDER WASHINGTON STATE LAW A MOTORIST ONLY HAS TO YIELD FOR A PEDESTRIAN WHO IS IN THE CROSSWALK.

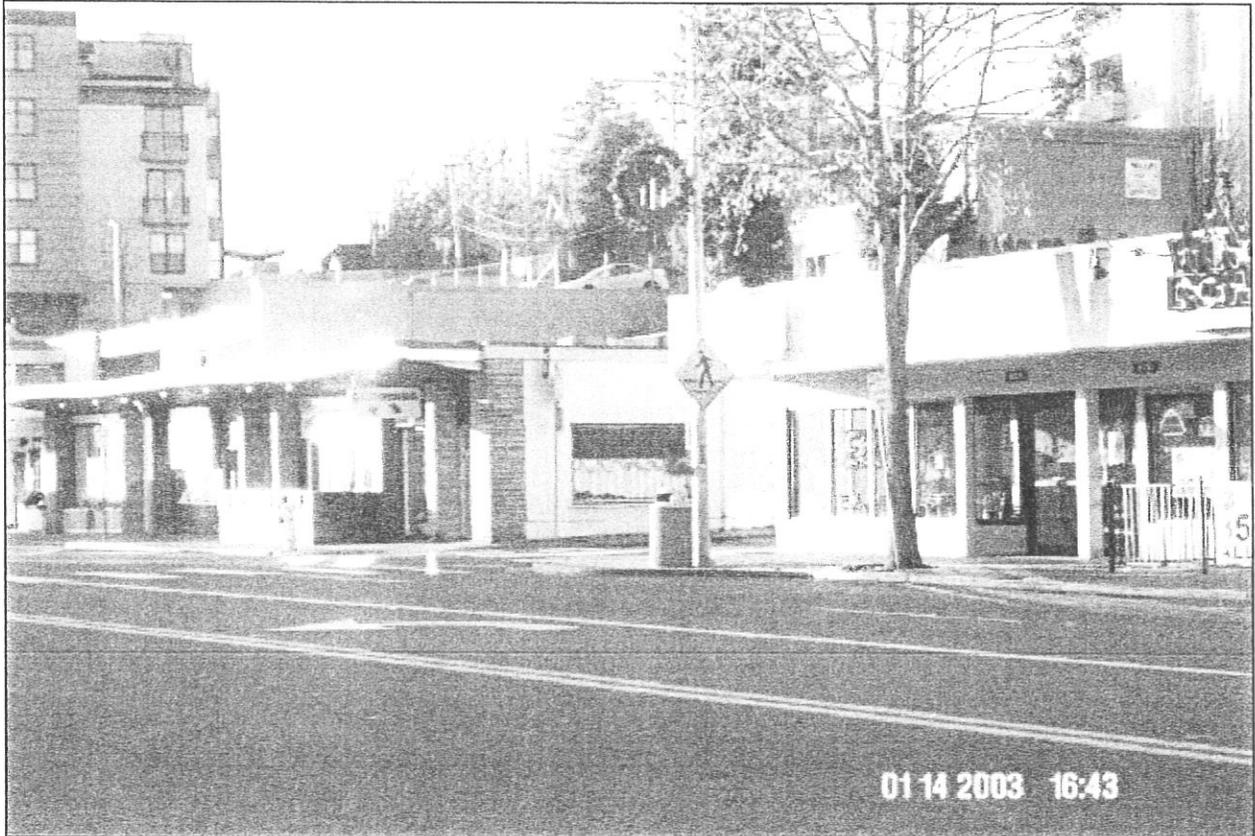
As a side note, it was observed that motorists are frequently running the stop signs on eastbound South 225th Street and South 226th Street at Marine View Drive. A more thorough look will be taken to see if there are any engineering measures that can be taken to discourage this behavior.

Options

Analysis of the problem has yielded this list of potential pedestrian treatments for Marine View Drive. Marine View Drive is part of SR509, and as such, Washington State Department of Transportation (WSDOT) has jurisdiction and approval authority over most of the treatments listed in the following pages. The approval process on all of these measures is very complicated and time-consuming at best, and many would likely not receive approval. A condensed version of this information is shown in Table 1.

Pedestrian Flags

Small bright orange flags are placed at the crosswalk in specially fabricated holders. The pedestrian picks up a flag from the holder on one side of the street and places it in the holder at the other side after crossing. Theoretically, the flag makes the pedestrian more visible to traffic and signals their intention to cross, thus increasing yielding compliance.



Advantages:

- May increase pedestrian visibility
- Lower cost treatment, easy to implement

Disadvantages:

- There are no credible studies on the safety or visibility benefits of this measure
- May give the pedestrian the feeling that they are highly visible, causing them to reduce caution used while crossing the intersection
- Observation shows that voluntary use of the flags is low
- Flag theft is high, and they must be replaced on a constant basis

- Flag replacement costs for the City of Kirkland are typically \$200-\$300 per month for the flags alone - this does not include the time required to monitor and replace flags

Viability:

Pedestrian flags are a non-preferred alternative at this time primarily because of their unproven nature, and questionable safety benefits.

Textured Pavement

Textured pavement treatments generally involve setting off a pedestrian crossing area with different textured and/or colored concrete in the crosswalk area.

Advantages:

- May provide a traffic calming effect
- Alert drivers that there is substantial pedestrian activity in a more striking way than marked crosswalks
- Can be an aesthetic improvement
- No substantial ongoing costs after installation

Disadvantages:

- Road Maintenance issues related to change in road surface material
- Probably doesn't provide a significant change in pedestrian safety from an existing marked crosswalk

Viability:

This is a non-preferred alternative at this time because it provides questionable benefit in relation to its cost. This could be a viable option if other preferred alternatives prove ineffective.

Educational Pedestrian Signs

This signage would be located in a convenient location near pedestrian crossings and would provide suggestions for the safest, and most effective way to use a crosswalk.

Advantages:

- Low cost, common sense idea.
- Not a complete solution, but may provide some help by encouraging pedestrians to make themselves more visible to traffic.

Disadvantages:

- Pedestrians may not spend the time and energy to read the signage

Viability:

Recommended as a small part in helping pedestrians to be knowledgeable and as visible as possible.

One Way Couplet

This idea would involve turning Marine View Drive into a one-way northbound route, and 7th Avenue South into a one-way southbound route between South 216th Street and South 227th Street.

Advantages:

- Would allow pedestrians to focus their attention on one direction of traffic flow
- Would better disburse traffic volume over two roadways, effectively reducing volume
- There would be more clear breaks in traffic which would allow safer pedestrian crossing
- Would reduce the complex left-turn vehicular motion, which would improve overall safety for all users

Disadvantages:

- High cost and complexity (signal systems, channelization, etc.)
- Unknown whether the existing signal configuration and geometry could support current or future traffic volumes. Would require additional study.
- Loss of two-way traffic convenience
- Shifts more commuter traffic onto 7th Avenue South
- A negative citizen reaction is expected with a change of this magnitude

Viability:

Not recommended because of cost and complexity. Situation does not warrant such a drastic measure at this time.

Bulbouts / Sidewalk / Radius Treatments

This treatment involves extension of the curb further into the roadway than the rest of the adjacent sidewalk.



Advantages:

- Increases pedestrian visibility by placing the pedestrian closer to traffic and further away from background clutter near the sidewalk
- Helps drivers know when pedestrians want to cross the road
- Shortens crossing distances
- Frequently used treatment with positive results
- Can slow traffic by providing a narrowing effect

Disadvantages:

- Can make turning movements more difficult at intersections in some situations
- Can be expensive and complex in some cases since construction may involve storm drainage improvements as well as curb and sidewalk changes
- Due to existing lane widths, there is not a lot of room for these treatments on Marine View Drive

Viability:

Recommended potential treatment for investigation. A well thought out placement of these treatments is of the utmost importance. There may or may not be opportunities to use this treatment on Marine View Drive because it is currently as narrow as possible in most places. It could potentially work well in conjunction with a **refuge island**.

Additional Crosswalks

Currently, all intersections in the study area have marked crosswalks. There is no need for more crosswalks, as there is ample crossing opportunity. In fact, studies show that marked uncontrolled crosswalks are more dangerous than no marking at all on roadways with volumes of greater than 12,000 vehicles per day (e.g. Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations - FHWA-RD-01-075, 2/2002). Mid-block crosswalks are strongly discouraged in all but very select situations, and only when special circumstances and careful study warrants their use. The downtown Des Moines area does not seem to fall into this category.

Traffic Signal / Pedestrian Actuated Signal

Ideally, all pedestrian crossings would take place at signalized intersections. Signalized intersections provide the safest crossing points for pedestrians because there are coordinated vehicular and pedestrian movements. Signals also have the benefit of coordinating the pedestrian movements while vehicles are stopped or moving at a slower speed.



Advantages:

- Arguably the best place for pedestrian crossing in most cases since a signal provides a significant increase in pedestrian safety

Disadvantages:

- High cost and complexity (should be done in conjunction with improved signal coordination for the whole corridor)
- Interrupts traffic flow, thus probably reducing traffic volume
- High ongoing cost of maintenance

Viability:

Not recommended: The severity of the existing problem is not bad enough to warrant an installation. Current signal spacing is good, and it is doubtful that we could meet any traffic or pedestrian signal warrants at this time, which would be required by the Washington State Department of Transportation.

Thermoplastic “Obstacle” Stripes

This striping is bonded to the pavement, giving the optical illusion of an obstacle being in or alongside the roadway. Several cities have tried this treatment on lower volume roads to highlight pedestrian areas and/or provide traffic calming effects.

Advantages:

- Low cost
- May give slightly more visibility to existing crosswalks

Disadvantages:

- Effectiveness seems to decline as the novelty wears off
- Traffic wear
- Must file to use on a trial basis consistent with MUTCD regulations

Viability:

Not recommended. Marine View Drive is not the appropriate correct situation for this experimental treatment.

Police Enforcement

Police have been doing crosswalk stings on Marine View Drive for an hour every 2-3 weeks for approximately 6 months. In the time period of June-December 2002, 151 citations were given to motorists failing to yield to pedestrians.

Advantages:

- Ticketing provides some incentive for those who knowingly disregard pedestrians.
- Frequent police presence increases awareness of the pedestrian issue

Disadvantages:

- Police cannot be present at all times

Viability:

Engineering recommends that enforcement efforts be continued as a **part** of the effort to address pedestrian issues.

Overpass/Underpass

In some instances an overpass or underpass is the only option for moving pedestrians across a roadway. This is generally used as a last resort option when pedestrian volumes are high and there is a substantial safety risk crossing the roadway.



Advantages:

- Completely separates pedestrians from traffic, thus very high pedestrian safety (for those that use the improvement)

Disadvantages:

- Enormous cost and complexity
- Requires a great deal of land for ADA entrances and exits and maintenance requirements for cleaning and graffiti removal
- Unless there is a significant traffic problem or there are fences, pedestrians will generally not use an overpass because of the effort required to climb into and out of the facility (up to 25 feet of grade difference).
- Tunnels can have crime and security problems, pedestrians can be uncomfortable using them
- Overpasses clutter the visual landscape of the commercial district.

Viability:

Not recommended in this location because there are more cost-effective options that are better suited for the severity of the existing problem.

Miscellaneous Roadside Visibility Items

Addressing some smaller items can increase pedestrian visibility. Street trees too close to crosswalks obscure pedestrians. Inadequate or burnt out street lighting makes pedestrians less visible in the dark. Fixing these items is easy, and can provide some help in making pedestrians more visible to motorists.

Advantages:

- Low cost, common sense idea
- Simple and easy
- Can be done quickly

Disadvantages:

- Are only part of a comprehensive solution

Viability:

Engineering recommends this measure and will take an in depth look along Marine View Drive to see if any of these basic items can be addressed.

In-Pavement Flashing Lights

In-pavement flashing lights are a newer treatment installed along the crosswalk in the pavement perpendicular to traffic. They are pushbutton activated and flash along the entire length of the crosswalk. Several local cities are currently experimenting with this device on more troublesome roadways.

Advantages:

- They give a very clear indication to a driver of when a pedestrian wishes to cross the street
- In theory they draw more attention to pedestrians
- They are of moderate cost and relatively easy to install

Disadvantages:

- High long term cost
- May give pedestrians a false sense of security, the pedestrian believes that these are as effective as traffic signals in stopping traffic – which they aren't
- Don't always show up well in bright sunlight
- Newer idea, unproven safety benefit at this point, they are strictly experimental
- Maintenance issues

Viability:

Not recommended because of the potential for creating a serious safety problem due to confusion over how much protection they do in fact provide for the pedestrian.

Roving Eyes

Roving eyes are large electronic displays installed over the travel lane that depict a pair of "eyes" that "look" in the direction of a detected pedestrian. The City of Shoreline installed this system only a matter of months ago, and is already anticipating an improper installation lawsuit because of a recent pedestrian fatality. Washington State Department of Transportation has shut this system down in Shoreline until further studies can be done.

Advantages:

- In theory they draw more attention to pedestrians

Disadvantages:

- High cost
- May give pedestrians a false sense of security
- Newer idea, unproven safety benefit at this point, they are strictly experimental
- They are novel and the driver may not know what to do in response to them

Viability:

Roving eyes are not recommended because the potential for creating a serious safety problem due to confusion over how much protection they do in fact provide for the pedestrian.

Raised Crosswalk

A raised crosswalk is essentially a flattened speed-hump that serves as a pedestrian crossing. They force vehicles to slow down to approximately 15 mph at the pedestrian crossing point and also provide greater pedestrian visibility. These crosswalks are often treated with different textures such as brick pavers.



Advantages:

- Provide pedestrian guidance
- Slow down traffic (for pedestrians)
- Increase pedestrian crossing visibility
- Indicate to the driver that the area is pedestrian oriented

Disadvantages:

- May reduce vehicular capacity of the highway
- Often involve storm drainage as well as curb and sidewalk improvements
- Not meant for an arterial with such a high traffic volume
- Slow down traffic (for motorists)

Viability:

Not likely to get Washington State Department of Transportation approval. In certain circumstances these are a great idea, but in this case they are not an appropriate option. SR509 is a major arterial that handles an average weekday traffic volume of 20,000 vehicles per day.

Flashing Crosswalk Warning Lights

Flashing pedestrian crosswalk warning lights come in two varieties: pedestrian activated, and continuous flashing. They are often mounted overhead or at curbside as shown below.



Advantages:

- Theoretically draw attention to crossing pedestrians
- They have been in use for many years in many cities
- Relatively easy to install

Disadvantages:

- These lights tend to be ignored by motorists, especially the continuously flashing variety.
- May give pedestrians a false sense of security, thus causing pedestrians to lower their caution when crossing the street
- Ongoing operation and maintenance costs

Viability:

Engineering does not recommend these types of devices since they don't help vehicular compliance, and they may even reduce pedestrian safety.

Refuge Islands

Refuge Islands give pedestrians a place to stand mid-crossing. They are commonly used in conjunction with bulbouts.



Advantages:

- Provides pedestrians with a “refuge”
- Allow pedestrians to concentrate on one direction of traffic at a time
- Good for slower pedestrians like the elderly
- In the right location they are an excellent pedestrian safety measure

Disadvantages:

- Can potentially limit vehicle access on Marine View Drive by eliminating the left turn lane of the three lane cross section
- Given the fact that Marine View Drive is a commercial area, the business owners are likely to be upset with this option
- There are only a few locations on Marine View Drive where this option has any possibility of working

Viability:

This is an option recommended for study that should be looked into in conjunction with **bulbouts and curb / radius treatments**. However, placement of a refuge island on Marine View Drive would require careful consideration as far as access and turning movements are concerned.

Construct No Capital Projects At This Time

Continue to provide police enforcement and implement minor roadside improvements. During this time we could also evaluate any additional measures cities are taking.

Advantages:

- No risk of creating **new** safety problems
- No risk of assuming legal liability for an accident created by an unwarranted treatment
- No additional cost
- Does not require WSDOT approval

Disadvantages:

- This may be misinterpreted as an unwillingness to help.

Viability:

This is Engineering's preferred action

Table 1 - Pedestrian Treatment Viability Matrix - Marine View Drive - (Consult Text For More Detail)

	Treatment	Cost	Helps Safety	Helps Visibility / Awareness / Compliance	Ease of Use	Traffic Flow Compatibility	WSDOT Approval Likely?
Preferred	Bulb Outlets and Sidewalk / Radius Treatments	MEDIUM	YES	YES	GOOD	GOOD	Yes
	Refuge Islands	MEDIUM	YES	YES	GOOD	GOOD	Yes
	Educational Signage	LOW	NO	YES	GOOD	GOOD	N/A
	Police Enforcement	LOW/ONGOING	YES	YES	N/A	GOOD	N/A
	Misc. Roadside Visibility Items	LOW	YES	YES	GOOD	GOOD	N/A
Not Preferred At This Time	Textured Pavement	MEDIUM	Minor at Best	May	GOOD	GOOD	YES
	Pedestrian Flags	LOW/ONGOING	May Give a False Sense of Security	May	GOOD BUT USE IS LOW	GOOD	N/A
Not Recommended	Traffic Signals / Pedestrian Activated Signals	HIGH	Yes - Generally	YES	GOOD	Delays Traffic	NO
	In-Pavement Flashing Crosswalks	MEDIUM HIGH	May Give a False Sense of Security	May	GOOD	GOOD	NO
	Conventional Flashing Warning Lights	MEDIUM HIGH	May Give a False Sense of Security	Not Likely	GOOD	GOOD	NO
	Overpass/Tunnel	VERY HIGH	YES (If Used)	YES	POOR	GOOD	NO
	Thermoplastic Stripes	LOW	Doubtful	Doubtful	GOOD	GOOD	NO
	Raised Crosswalk	MEDIUM	YES - Slows Vehicles	YES	GOOD	Delays Traffic	NO
	"Roving Eyes"	MEDIUM HIGH	May Give a False Sense of Security	May	GOOD	GOOD	NO
	One-Way Couplet	VERY HIGH	YES - Splits Traffic Volume	NO	GOOD	Requires Analysis	Possible

Recommendations by Engineering

After a thorough review of accident records and inspection of the study area, Engineering does not see a need for drastic pedestrian treatments due to accident history or unacceptable safety risk at this time. A follow-up study should be done in better weather this summer when more pedestrians are expected to be present.

Observation of pedestrian activity during the study period did not reveal substantial pedestrian delay in the vast majority of crossing attempts. Driver compliance with the law was not perfect, and realistically it never will be. It is important to remember that Marine View Drive carries a significant amount of traffic - 2/3 the traffic volume of Pacific Highway South in the Des Moines area. Considering this, current pedestrian facilities are working remarkably well – safety is excellent with some room for improvement of pedestrian right-to-cross issues. It is the City's responsibility to provide safe and convenient crossing opportunities, but it is unclear if reasonable-cost pedestrian treatments would provide a **considerable** improvement since the existing problem does not appear to be severe. However, were the situation to worsen, or if some treatments were to be experimented with, they should be the safer, less extensive treatments listed below. Were these ideas to be tried, the study suggests that the South 219th Street area would be the most appropriate place based on pedestrian volume, jaywalking counts, and accident history.

- **Bulbouts and Sidewalk / Radius Treatments and Refuge Islands**

Of the larger-project treatments, these treatments would be the most preferred options to study. Bulbouts and sidewalk / radius treatments draw pedestrians closer to the roadway (or move the clutter of the sidewalk further away from the pedestrian) and provide a narrowing effect. This helps pedestrians by (1) decreasing the distance pedestrians have to walk when crossing the road, thereby reducing exposure time, and (2) bringing the pedestrian closer to the motorist's field of vision, thereby increasing pedestrian visibility. Refuge Islands allow the pedestrian to focus on traffic in one direction at a time making crossing easier and less stressful. The pedestrian has a safe place to stand if they can not get the far lanes to yield, rather than standing exposed in the middle of the road. These treatments are widely used and are generally accepted as helpful tools for pedestrians. They also do not contribute to the "false sense of security" of pedestrians like some other treatments may (flashing lights, flags, etc.). However, they can be expected to slow traffic and refuge islands may eliminate vehicular left turns in this situation.

- **Pedestrian Educational Signage**

Posting small educational signs informing pedestrians that they must assert their right to cross and giving safety recommendations may provide some benefit. Vehicles cannot be expected to stop unless it is clear that a pedestrian wants to cross the road.

- **Police Enforcement**

While not a panacea for Marine View Drive pedestrian issues – current police enforcement provides some benefit. Police presence on a consistent basis makes motorists at least a little more aware of pedestrian issues in the area (making them more watchful for pedestrians), and certainly gets the attention of ticketed motorists.

- **Miscellaneous Roadside Visibility Items**

There are some simpler items that could be improved to make pedestrians more visible. Street trees that are too close to crosswalks worsen pedestrian visibility. Sandwich boards placed on the sidewalk too close to crosswalks also obscure pedestrians. Street lighting should be evaluated at crossings and improved where deemed necessary. Addressing even these small items can make pedestrians more visible to motorists.

- **Support for the completion of SR509**

Linking SR509 to I-5 would reduce traffic volumes on Marine View Drive. Marine View Drive currently serves as “the missing link” between a large number of South King County commuters and Seattle via SR509. Reduction of commuter traffic volume on Marine View Drive would create greater traffic gaps and generally make pedestrian crossing easier.

Conclusion

While Marine View Drive is not a perfect environment for pedestrians, there is no apparent safety emergency that demands immediate attention. However, as with almost all roadways, it seems there are some problems with pedestrians being able to assert their right to cross. We should strive to make every roadway as safe and pedestrian friendly as possible, but it is important to realize that Marine View Drive serves as a major arterial that carries a sizeable amount of traffic and some pedestrian delay is inevitable. It is Engineering's recommendation that if any measures are to be tried, the aforementioned pedestrian visibility treatments and continued police enforcement are the most appropriate in this situation. These treatments are widely accepted, lower-cost, and do not compromise pedestrian safety while improving convenience.

It is also important to remember that, generally, any single treatment will only draw pedestrian traffic in the immediate vicinity, which is a few hundred feet or less – making placement location critical. Above all, we do not want to introduce unproven treatments that could blemish a heretofore-excellent safety record. A rash and poorly planned action can not only be dangerous, but can also open the City to costly litigation (e.g. Shoreline, Roving Eyes). If Council wishes to have one of the options studied in more detail, additional time and funding for related consultant study will be required.

EXCERPT DES MOINES CITY COUNCIL MINUTES FEBRUARY 6, 2003

Marine View Drive Pedestrian Safety

Assistant City Engineer Andrews introduced the subject. She informed Council that an average of 20,000 vehicles per day traveled on Marine View Drive. As the roadway was part of SR 509, Washington State Department of Transportation would have authority over any but the smallest traffic signal revisions. The pedestrian crossing study was performed on relatively short notice and in poor weather conditions. It consisted of an accident history investigation and pedestrian counts through observation. Assistant City Engineer Andrews reported that the accident history statistics were extremely good considering the volume of traffic. On average, pedestrians were able to cross the street within five to six vehicles during peak hours and within two to four vehicles during non-peak hours. Assistant City Engineer Andrews informed Council that staff had implemented efforts to improve pedestrian safety on the roadway through improved signage, police enforcement, identification of channelization maintenance as a priority, signal timing studies, education of pedestrians through City Currents articles, and staff training. She noted that there were currently fifteen marked crosswalks in the area. Assistant City Engineer Andrews reported that no significant issues were identified through the study. In summary, she identified the following recommendations:

- Conduct a study during good weather in the summer.
- Hire a consultant to conduct additional traffic counts and a more comprehensive traffic analysis.
- Continue police enforcement.
- Investigate and implement additional pedestrian signage where appropriate.
- Investigate and implement low cost visibility measures such as removing trees and sidewalk clutter at intersections.
- Do not construct capital projects until additional analysis indicates a project is warranted.

Mayor Pro Tem Benjamin said he has seen several near collisions on Marine View Drive. He felt that pedestrian safety was a real concern. Mayor Pro Tem Benjamin said that he wished to encourage more pedestrians in the downtown area. He said that he wanted to learn how ten other cities have handled similar concerns.

Mayor Steenrod recommended that the issue be sent to committee.

Councilmember Sheckler agreed.

Mayor Pro Tem Benjamin said that he wanted the recommendation to go directly to Council and not be delayed by committee.

Councilmember White stated that there were pedestrian issues in the Redondo area by Salty's also.

Councilmember Thomasson referred Council to staff's finding that, overall, Marine View Drive was working well considering its traffic volume. He felt that the pedestrians needed to take some responsibility in their safety. Councilmember Thomasson said that he did not believe there was a problem to be solved, as the statistics did not support the perceived concern.

Assistant City Engineer Andrews informed Council that Federal Highway Administration studies indicated that more people were injured in marked crosswalks than unmarked crosswalks. She cautioned Council regarding creating a false sense of security through pedestrian treatments. She explained that many cities contacted were disappointed or divided in their opinions concerning various solutions to pedestrian issues.

Master Sergeant Collins explained the law concerning pedestrian right-of-way.

Public Works Director Heydon recommended that signage which reminded the pedestrian of basic safe crossing rules be installed. For example, staff had considered painting "Stand Here" boxes on the sidewalk for the pedestrians to clearly indicate their intent to cross the street.

In response to Mayor Pro Tem Benjamin's questioning, Assistant City Engineer Andrews said that Shoreline had installed roving eyes and were not pleased with the results. Kirkland used pedestrian signs, flags, and strobe lights. They were generally pleased with the increase in safety gained from these methods. On the other hand, Lynnwood had indicated that they were not pleased with their use of the strobe lights. Assistant City Engineer Andrews informed Council that the strobe light system was not very visible during daylight hours.

Assistant City Manager Loch suggested that if Council remanded the issue to the Public Safety and Transportation Committee, the Economic Development Committee also review the plan as a successful pedestrian safety program could be an economic issue.

Councilmember Thomasson noted that the area's zoning was intentionally pedestrian-friendly rather than pedestrian-oriented. During the neighborhood planning process, Council had acknowledged that the automobile was the primary means of transportation to the area.

Mayor Steenrod recommended that staff immediately begin to investigate and implement additional pedestrian signage where appropriate and low cost visibility measures. She further recommended that the issue be remanded to the Public Safety and Transportation (PS&T) Committee.

Councilmember Thomasson said that he did not believe the issue needed to go to the PS&T Committee but that staff should implement the recommended actions.

Councilmembers White and Sheckler agreed.

Council concurred that staff should immediately begin to investigate and implement additional pedestrian signage where appropriate and low cost visibility measures and perform a pedestrian study of the area again during the summer.



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Transportation CIP Fund**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY	Transportation	PROJECT NO.	319.603
PROJECT	Traffic Safety Program	Project Type:	Improve
LOCATION	Citywide	Council Goals met:	1, 2, 3
		Council Objectives met:	
		Project Status	New

DESCRIPTION: This program provides for the construction of various citywide roadway safety-related capital improvements as identified through engineering analysis.

EXPENDITURE SCHEDULE

COST ELEMENTS	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amend	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
North Hill Elementary SRTS	120,000		0	0	94,000	26,000	0	0	0	0
Midway Elementary SRTS	103,000		-	-	94,000	9,000	-	-	-	-
MVD & S. 240th RAB	140,795		-	-	-	50,000	90,795	-	-	-
MVD Crosswalk Improvements	415,000		55,000	-	100,000	130,000	130,000	-	-	-
DMMD and 200th	-									
Driver Feedback Signs	-									
S. 268th St. Sidewalks	500,000							100,000	200,000	200,000
TOTAL	\$ 2,100,000	\$ -	\$ 55,000	\$ -	\$ 288,000	\$ 215,000	\$ 220,795	\$ 100,000	\$ 200,000	\$ 200,000

FUNDING SOURCES	TOTAL*	FY 11 Act	FY 12 Est	FY 12 Amend	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18
ASE Program	\$ 1,460,000		\$ 200,000	\$ 300,000	\$ 210,000	\$ 210,000	\$ 210,000	\$ 210,000	\$ 210,000	\$ 210,000
WTSC Grant (Unconfirmed)	-		-	7,500						
TOTAL	\$ 1,460,000	\$ -	\$ 200,000	\$ 307,500	\$ 210,000					

RESERVED BALANCE	838,820		\$ 145,000	\$ -	\$ 67,000	\$ 62,000	\$ 51,205	\$ 161,205	\$ 171,205	\$ 181,205
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*Excludes FY 12 Amd



**2013 - 2018 CAPITAL IMPROVEMENT PLAN
Transportation CIP Fund**

**CAPITAL IMPROVEMENT PLAN
REQUEST FORM**

CATEGORY	Transportation	PROJECT NO.	319.603
PROJECT	Traffic Safety Program	Project Type:	Improve
LOCATION	Citywide	Council Goals met:	1, 2, 3
		Council Objectives met:	
		Project Status	New

DESCRIPTION: This program provides for the construction of various citywide roadway safety-related capital improvements as identified through engineering analysis.

JUSTIFICATION: Roadway safety needs are identified through engineering analysis and investigation by the Transportation Division. This program provides for the construction of spot safety improvements within a relatively short response time. Examples of the types of projects that are indicative of this program are pedestrian crosswalk improvements, radar speed signs, school zone flashing beacons, sidewalks in locations near schools. Other safety projects may also be considered.

The table below provides some initial potential safety project information.

Improvement Type	Description	Potential Locations	Cost
Crosswalk improvements	Improve mid-block crosswalk safety by adding overhead signing/lighting/ped actuated flashing beacons	MVD/S. 219th MVD/S. 220th St MVD/S. 226th St.	\$50,000 - \$60,000 per location
Driver speed feedback signs	Permanent radar speed signs which show vehicle speed along with the posted speed limit	Redondo Beach Dr Redondo Way S 20th Ave S	\$15,000 - \$20,000 per location
Sidewalk	Install sidewalks in missing sections consistent with the ultimate cross-section for desired roadway	S. 268th St - 16th Ave S to 19th Ave S 24th Ave S - S. 222nd St to S. 226th St S. 200th St - 8th Ave S to east City limits 11th Ave S - S. 219th St to S. 220th St	To Be Determined
School Zone Flashing Beacons	Install flashing beacons within school zones per engineering analysis	To Be Determined	\$20,000 - \$50,000 per school zone.
Other	As determined by engineering analysis	To Be Determined	To Be Determined

SCOPE OF WORK: Design and prepare plans for, and construct and inspect projects for the installation of traffic safety improvement projects. Design and construction may be prepared by City staff, interlocal agreement with another local agency or county government, or by consultant, depending on staff availability and the complexity of the installation.

A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Marina and Beach Park Development Plan

FOR AGENDA OF: November 1, 2012

ATTACHMENTS:

1. Marina and Beach Park Development Options
2. Financial and Fiscal Analysis Summary
3. Marina and Beach Park Advisory Committee – Meeting #5 Summary

DEPT. OF ORIGIN: Marina

DATE SUBMITTED: October 24, 2012

CLEARANCES:

- Legal N/A
- Finance N/A
- Marina _____
- Parks, Recreation & Senior Services _____
- Planning, Building & Public Works AA
- Police N/A
- Courts N/A

APPROVED BY CITY MANAGER
FOR SUBMITTAL: AA

Purpose and Recommendation

The purpose of this report is to brief the City Council on the Marina and Beach Park Advisory Committee's progress to date and recommendation for a Preferred Development Alternative related to the development of Marina floor. No formal Council action is requested at this meeting. Council direction will be requested following the Open House and Council discussion scheduled on December 6, 2012.

Background

The *Marina and Beach Park Development Plan* project objectives are to develop the City's waterfront properties in a manner that:

- Revitalizes City's Waterfront
- Attracts Both Local Citizens and Tourists
- Generates Economic Activity in an Underused Area
- Enriches Surrounding Area With an Attractive and Vibrant District
- Enhances City Revenues
- Creates a New Vision Through a Public Planning Process

The Advisory Committee was formed by Des Moines City Council to provide input in the process to determine potential land uses and development options for the Marina floor that support the Marina, Beach Park and the Marina District Neighborhood. The stakeholders come from a variety of backgrounds that represent the citizens at large, business community, Marina tenants, condo residents, Planning Agency, City Council, and City staff. The City has partnered with GeoMetrics LLC, LMN Architects and BERK to provide the supporting market analysis, comparative financial and fiscal analysis of development concepts, and a project implementation plan.

Over the past eight months, the City has sponsored five (5) Marina & Beach Park Development Advisory Committee meetings and two (2) open houses to provide an opportunity for public input. The following information has been developed in support of these efforts:

- Marina & Beach Park Development Advisory Committee – Meeting #1 - #5 agenda packets, presentations, and meeting summaries;
- Open House #1 and #2 – handouts, public comments, public process survey and survey results;
- *Marina & Beach Park Development Plan Site Analysis Report* (City of Des Moines, April 2012);
- *Draft Market Analysis Summary, Marina & Beach Park Development Plan* (BERK and Columbia Hospitality, May 2012); and
- *Financial and Fiscal Analysis Summary* (BERK, September 2012).

This information is available electronically on the City's website at:

<http://www.desmoinesmarina.com/local-info/marina-and-beach-park-advisory-committee>

The Advisory Committee, with input from City staff, consultants and the community, identified four development options that present a range of land uses that include mixed use office, restaurant, retail, hotel, marine services, marine industrial, parking garage and public open space as described in Attachment 1. LMN Architects developed conceptual visualizations of the development options along with building specifications to be analyzed for financial and fiscal considerations.

BERK prepared a market analysis and a comparative financial and fiscal analysis of the site development concepts as summarized in Attachment 2. BERK's financial and fiscal analysis focuses on answering two core questions:

1. Do the development alternatives make sense for a developer?
2. Do the development alternatives make sense for the City?

To answer the first question, development pro forma analysis was conducted on each individual building configuration in the four development alternatives. Residual land value estimates, along with other return metrics from the pro forma analysis were used to evaluate the financial feasibility of each building from a developer's perspective.

To answer the second question, BERK first modeled changes in the Marina property's revenue streams that would likely be affected by the development alternatives. The affected revenue streams include:

- **In-water and overnight moorage; fuel sales.** Moorage and fuel sales are expected to increase if development spurs activity and improves attractiveness of Marina.

- **Existing uses replaced by development.** Dry storage, vacant lot storage, and marine services lease revenue are replaced by new uses in several of the alternatives.
- **Land lease and rent revenue generated by new development.** Most of the new uses proposed for the Marina will generate land lease revenue. The City is proposing to set up long-term land leases and maintain land ownership in all four options. In the case of the parking garage in Option 2 and the marine services building in Option 4, the City would construct the buildings and collect rent from tenants.

Tax Revenue Analysis

In addition to the changes in business income, the development options would have impact on City tax revenues. The major tax revenue streams modeled include: sales tax, property tax, the City's business and occupation (B&O) tax, and utility taxes. The one-time construction phase in each option increases sales and B&O tax revenues, while ongoing economic activity leads to increases in sales, B&O, and utility taxes.

Payback Analysis

By estimating both the changes in business income and the increase in City tax revenue it is possible to evaluate the degree to which public investments in the project might be recovered either from business income alone, or by including both sources of new City revenue.

The public investments are assumed to comprise a new public plaza and a stairway/elevator improvement that will facilitate site access. In Option 2, there is an additional public investment in a parking garage.

The results of the analysis along with a comparison of a first phase of development under Options 1 and 2 are provided in Attachment 2.

Discussion

On October 23rd, the Advisory Committee met to discuss the public comments received at Open House #2 and to confirm a preferred development option recommendation to the City Council (Attachment 3). The consensus of the Committee is for Council to consider a blend of Option 2 and 3, recognizing that the market will ultimately determine feasibility of some uses and that development should be phased over time. One Committee member expressed a preference for Option 4 and another Committee member could not support any of the options. Three Committee members were unable to attend.

Tonight's meeting provides an opportunity for Council to reflect on the Advisory Committee's recommendation and community input to date, and to discuss Council's preferences on a preferred development option and path for moving forward.

Alternatives

Council has an option of accepting or further modifying the Option 2-3 blended alternative as recommended by the Marina and Beach Park Advisory Committee.

Financial Impact

Development of the Marina upland area provides an opportunity to generate economic activity, enhance City revenues and help sustain the Marina operations.

Recommendation or Conclusion

Council direction is requested regarding how to proceed with the Council validation of a preferred land use option for development of the Marina upland area and implementation plan.

Concurrence

N/A

MARINA AND BEACH PARK DEVELOPMENT OPTIONS

The Marina and Beach Park Advisory Committee, with input from City staff, consultants and the community, has identified the following development options to be included in the Comparative Evaluation Report being prepared by the City's consultant BERK.

OPTION 1

This option emphasizes a large central gathering location that has direct access to views of the marina that could be activated by temporary uses and programmed activities. The L-shaped hotel allows for a protected patio along the water. Marina related retail and services anchor the southern portion of the development. It includes a stair climb/elevator access to Cliff Avenue that could be incorporated into, or adjacent to a building. This option assumes income streams to offset the cost of public amenities.

- MIXED USE OFFICE - 6,000 SF RETAIL; 36,000 SF OFFICE
- RESTAURANT AND RETAIL - 7,000 SF RESTAURANT; 3,200 SF RETAIL
- CENTRAL PLAZA - 20,000 SF
- HOTEL - 50,000 SF, 100+ ROOMS
- MARINE SERVICES - 20,000 SF

OPTION 2

This option introduces a parking structure that is accessible from Cliff Avenue, strengthening the connection to downtown and provides a grand pedestrian overlook accessible from Cliff Avenue or the marina floor. It includes a stair climb/elevator that integrated into the parking structure, retail on the ground floor fronting Dock Street with parking behind, and income streams to offset the development cost. The large central gathering plaza, hotel, and marina services are similar to Option 1.

- PARKING GARAGE AND RETAIL - 155 STALL PARKING GARAGE; 10,000 SF RETAIL
- RESTAURANT AND RETAIL - 7,000 SF RESTAURANT; 3,200 SF RETAIL
- CENTRAL PLAZA - 20,000 SF
- HOTEL - 50,000 SF, 100+ ROOMS
- MARINE SERVICES - 20,000 SF

OPTION 3

This option reconfigures the hotel to bridge over Dock Avenue, lessening any potential view impact of existing neighbors. A stair climb/elevator is also included with income streams to offset the cost. The central gathering location is widened along the water with retail, hotel and restaurant uses to help activate it. A marina related retail building is located along the water with a large surface parking area to the east.

- MIXED USE OFFICE - 6,000 SF RETAIL; 36,000 SF OFFICE
- RESTAURANT - 7,000 SF
- CENTRAL PLAZA -- 25,000 SF
- HOTEL - 38,000 SF, 75+ ROOMS
- MARINA RETAIL - 10,000 SF; 100 PARKING STALLS
- MARINE SERVICES - 20,000 SF

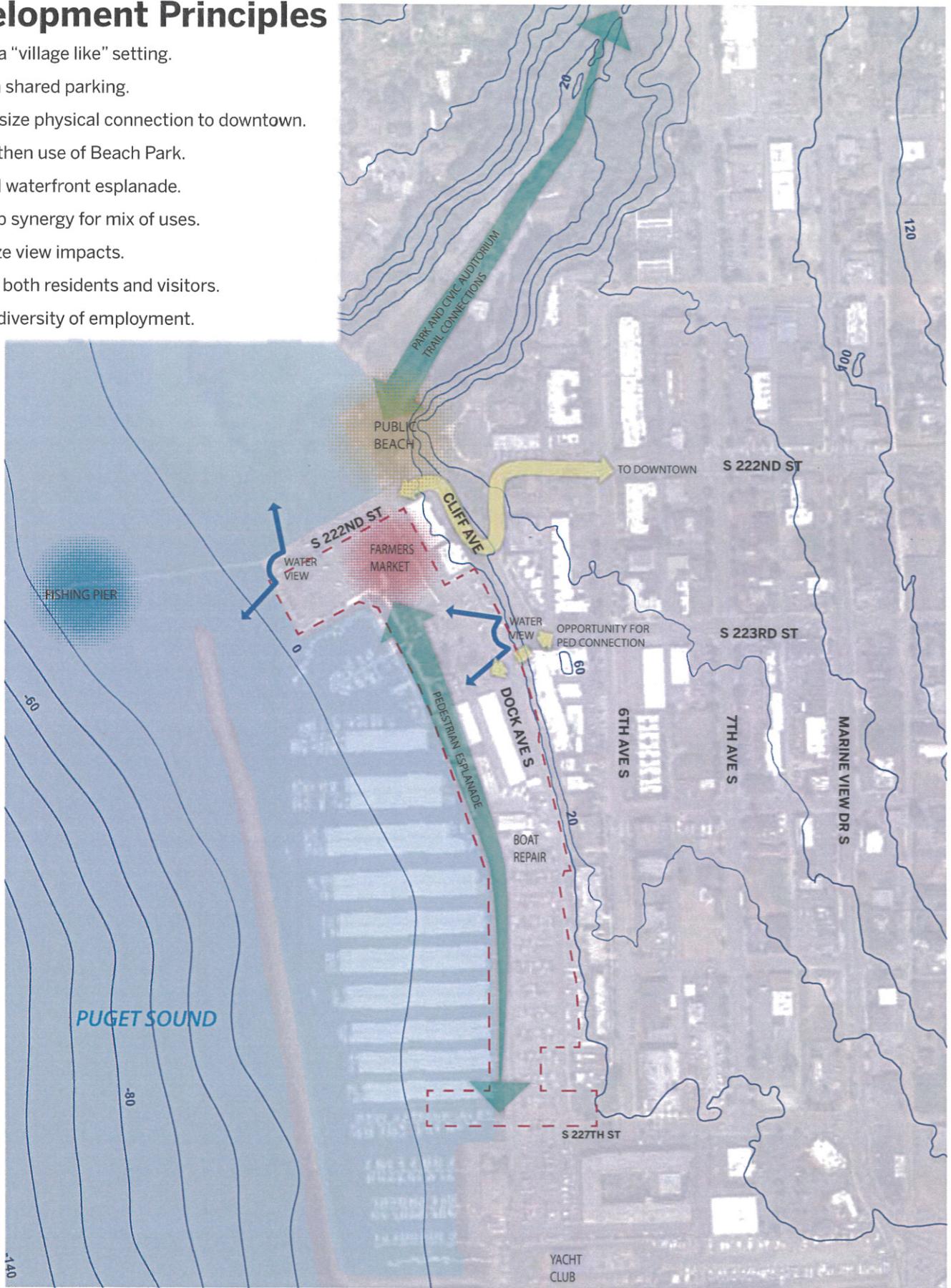
OPTION 4

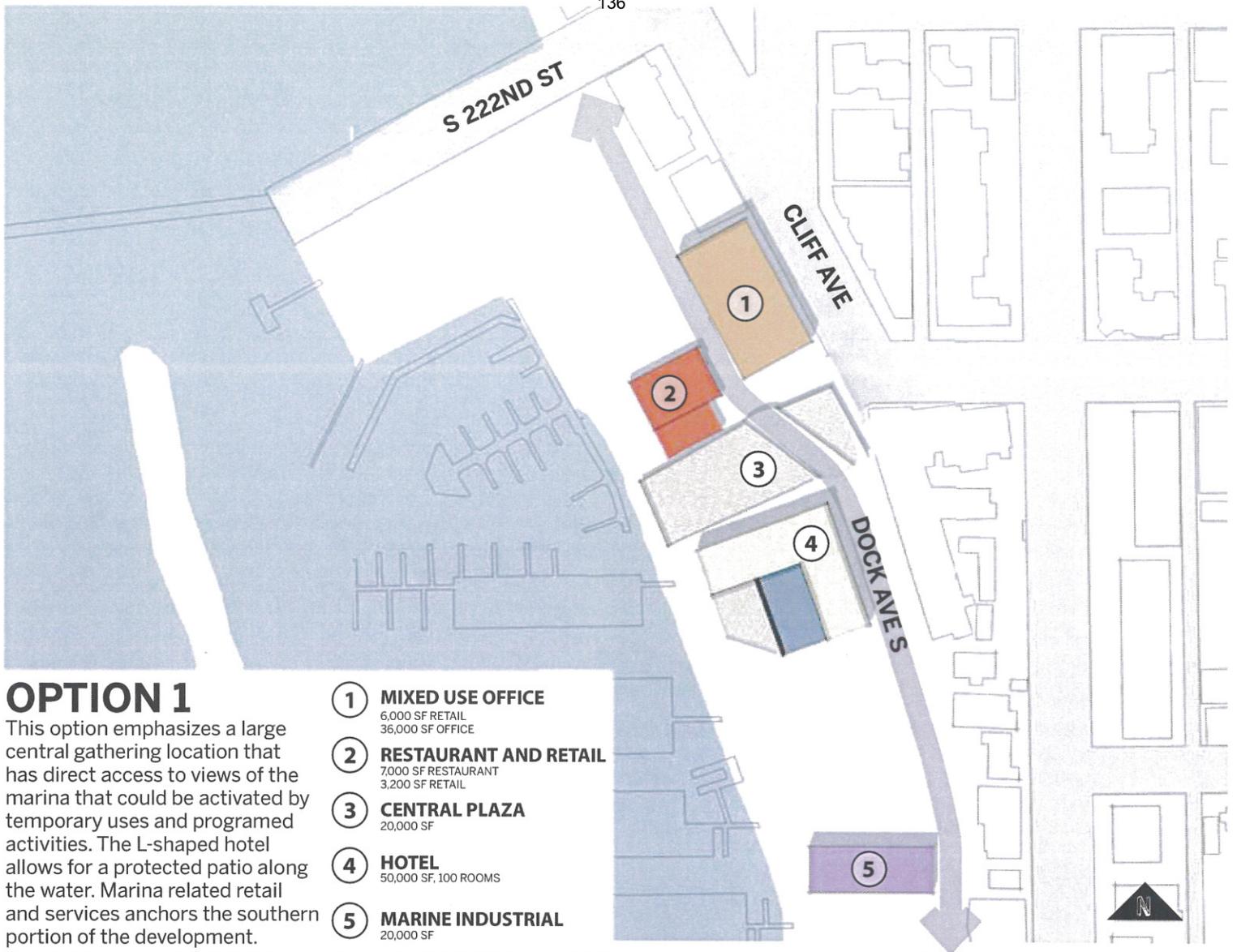
This option represents a reduced development scenario that implements the 2007 *Marina Master Plan*. Under this option, a new commercial building with a restaurant, deli or small scale grocer with an outdoor deck would be located in the area north of the Harbormasters Office, and a Marine Hardware/Retail and Marina Maintenance building would be located immediately south of the boat yard. The first floor of the Harbormasters Office would be renovated to include public restrooms, showers, and laundry facilities for guest moorage users and the current maintenance shop would be relocated to the new building in the south Marina area. Associated parking requirements would be accommodated within the existing north and south parking lots.

- MARINA RESTAURANT/GROCER – 6,000 SF RETAIL; 1,500 SF DECK
- MARINE HARDWARE/RETAIL AND MAINTENANCE FACILITY – 5,000 SF

Development Principles

1. Create a "village like" setting.
2. Rely on shared parking.
3. Emphasize physical connection to downtown.
4. Strengthen use of Beach Park.
5. Expand waterfront esplanade.
6. Develop synergy for mix of uses.
7. Minimize view impacts.
8. Attract both residents and visitors.
9. Foster diversity of employment.

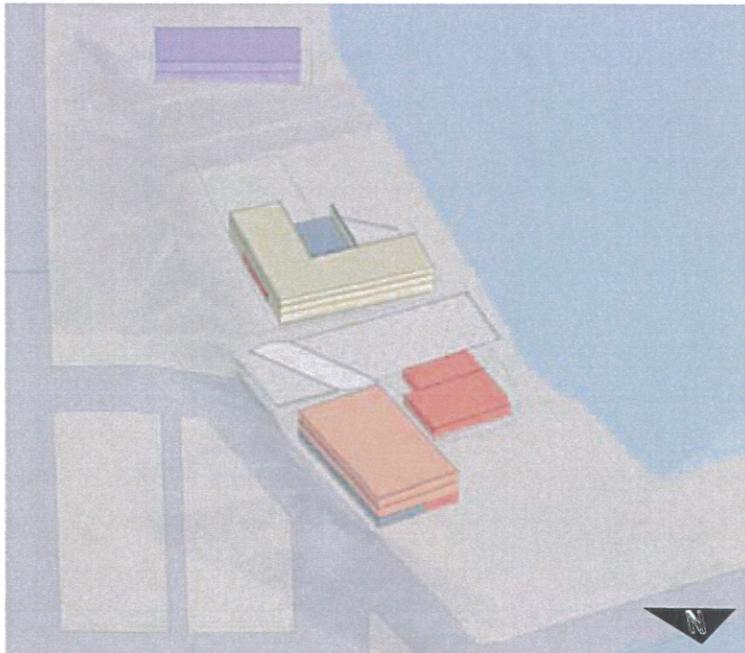


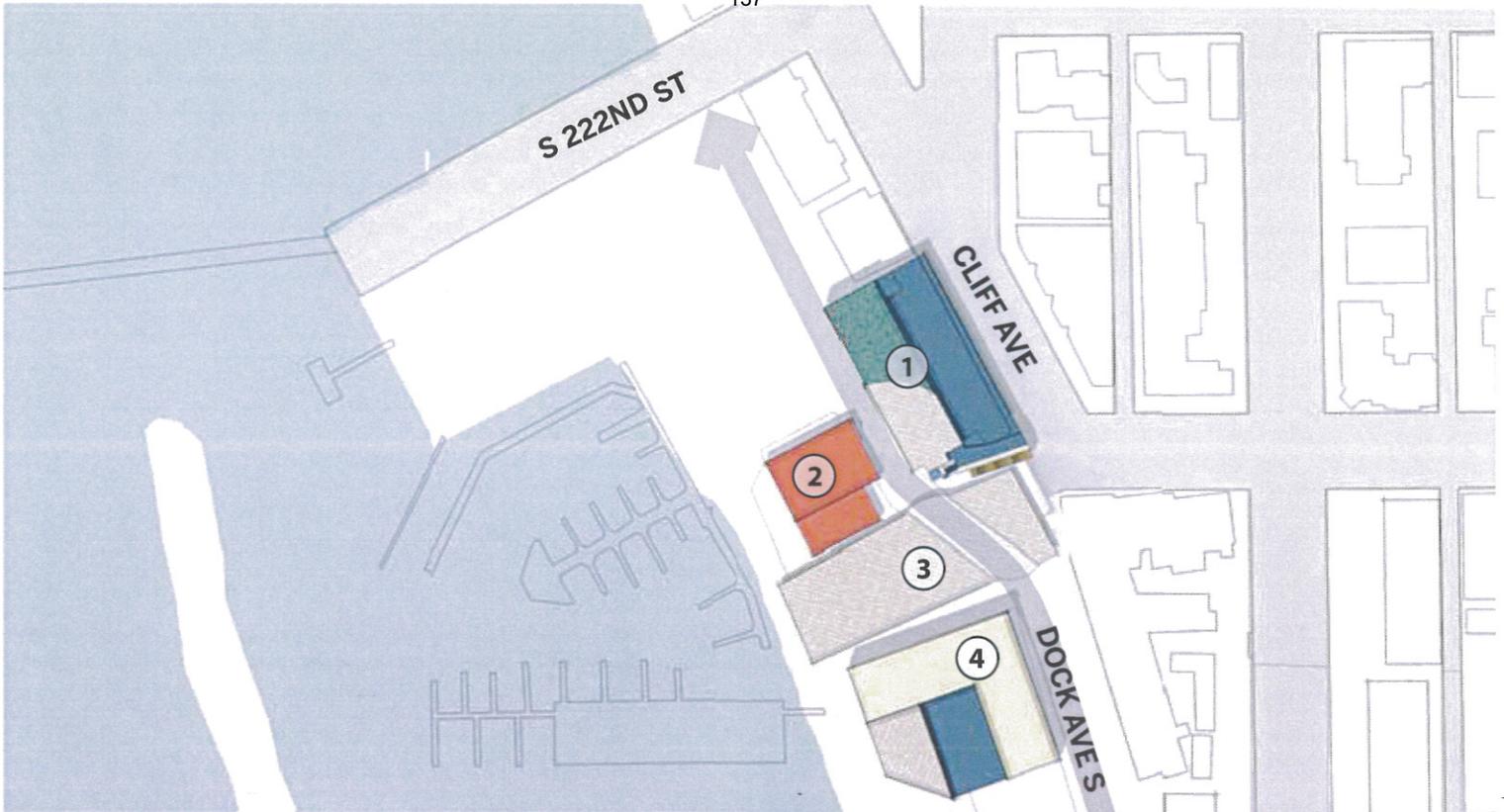


OPTION 1

This option emphasizes a large central gathering location that has direct access to views of the marina that could be activated by temporary uses and programed activities. The L-shaped hotel allows for a protected patio along the water. Marina related retail and services anchors the southern portion of the development.

- 1 **MIXED USE OFFICE**
6,000 SF RETAIL
36,000 SF OFFICE
- 2 **RESTAURANT AND RETAIL**
7,000 SF RESTAURANT
3,200 SF RETAIL
- 3 **CENTRAL PLAZA**
20,000 SF
- 4 **HOTEL**
50,000 SF, 100 ROOMS
- 5 **MARINE INDUSTRIAL**
20,000 SF

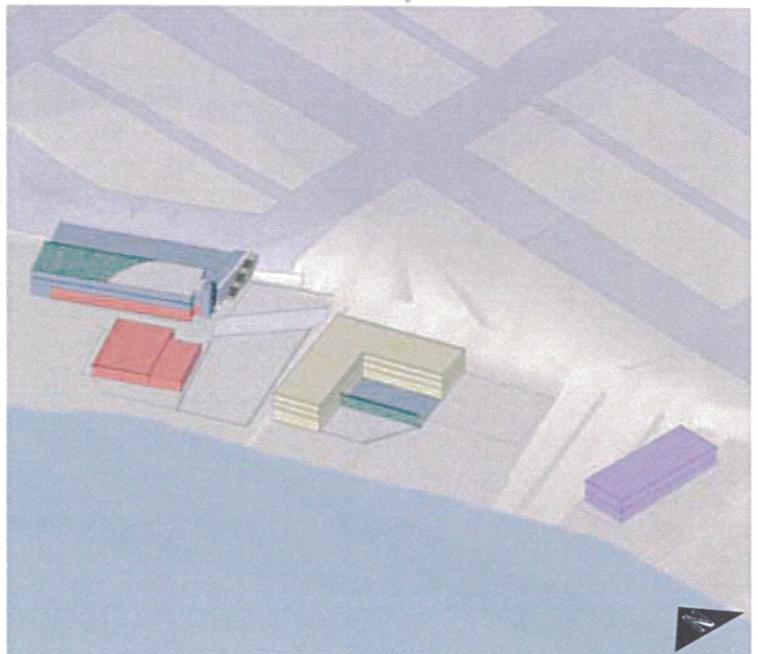
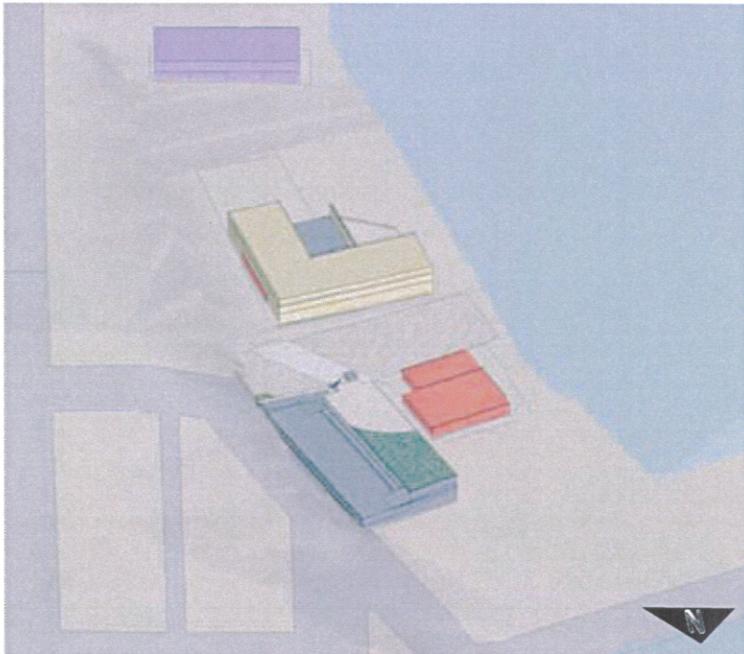


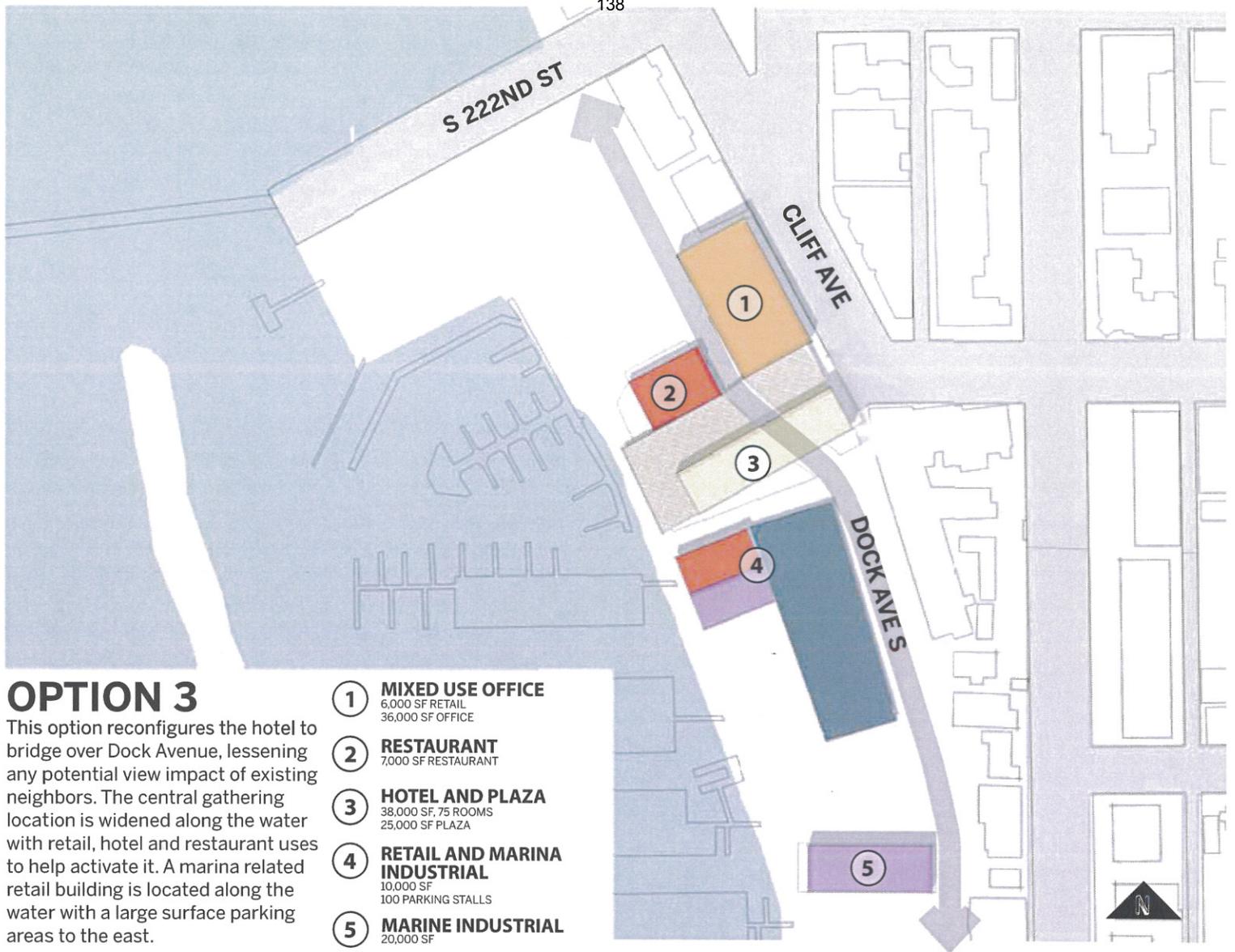


OPTION 2

This option introduces a retail parking structure that is accessible from Cliff Avenue, strengthening the connection to downtown and provides a grand pedestrian overlook accessible from Cliff Street or the marina floor. The large central gathering plaza, hotel, and marina services are similar to option one.

- ① **RETAIL AND PARKING**
10,000 SF RETAIL
155 STALL PARKING GARAGE
- ② **RESTAURANT AND RETAIL**
7,000 SF RESTAURANT
3,200 SF RETAIL
- ③ **CENTRAL PLAZA**
20,000 SF
- ④ **HOTEL**
50,000 SF, 100 ROOMS
- ⑤ **MARINE INDUSTRIAL**
20,000 SF

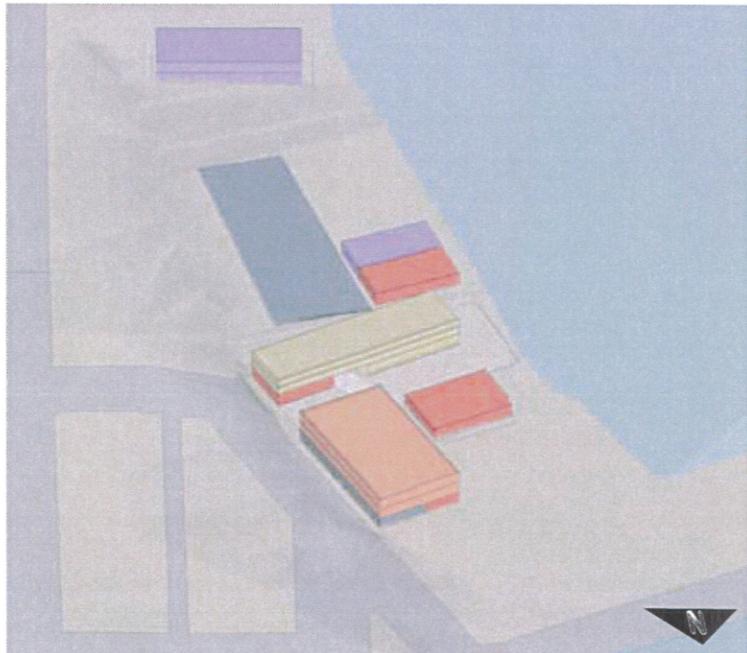




OPTION 3

This option reconfigures the hotel to bridge over Dock Avenue, lessening any potential view impact of existing neighbors. The central gathering location is widened along the water with retail, hotel and restaurant uses to help activate it. A marina related retail building is located along the water with a large surface parking areas to the east.

- ① **MIXED USE OFFICE**
6,000 SF RETAIL
36,000 SF OFFICE
- ② **RESTAURANT**
7,000 SF RESTAURANT
- ③ **HOTEL AND PLAZA**
38,000 SF, 75 ROOMS
25,000 SF PLAZA
- ④ **RETAIL AND MARINA INDUSTRIAL**
10,000 SF
100 PARKING STALLS
- ⑤ **MARINE INDUSTRIAL**
20,000 SF

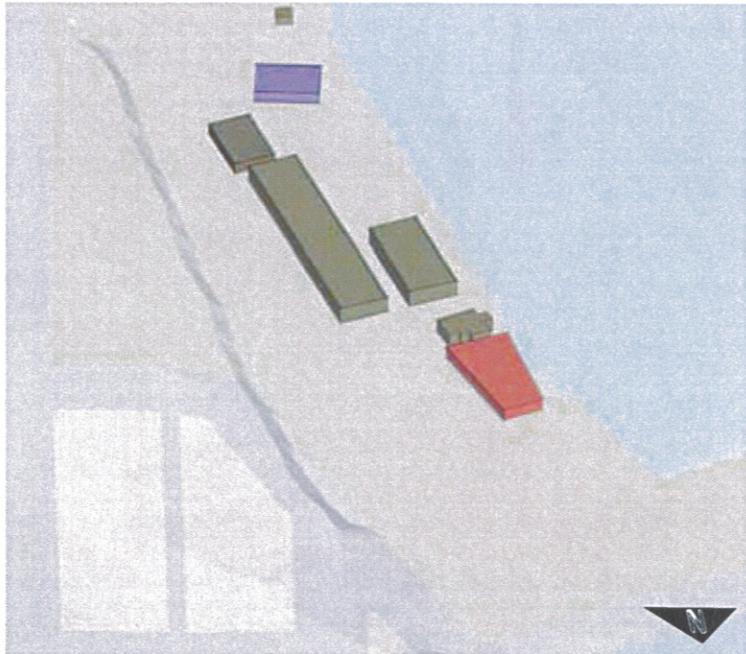




OPTION 4

This option represents a reduced development scenario that implements the 2007 Marina Master Plan. It includes a new commercial building with a restaurant or small-scale grocer and outdoor deck located to the area north of the Harbormasters Office, and a Marine Hardware/Retail and Marina Maintenance building to the south of the boat yard.

- ① **RETAIL/GROCER**
6,000 SF RETAIL
- ② **EXISTING HM OFFICE**
2,300 SF
- ③ **EXISTING DRY STORAGE**
22,500 SF
- ④ **NEW BOATYARD BUILDING**
4,000 SF
- ⑤ **MARINA RETAIL**
5,8000 SF



FINANCIAL AND FISCAL ANALYSIS SUMMARY

CITY OF DES MOINES MARINA & BEACH PARK DEVELOPMENT PLAN

Public Open House Presentation Packet

October 3, 2012

INTRODUCTION

The City of Des Moines is considering redevelopment options at the north end of the Des Moines Marina and is developing a Marina and Beach Park Development Plan. The City formed an advisory committee to provide input in the process to determine potential land uses and development options for the Marina floor that support the Marina, Beach Park and the Marina District Neighborhood. The City has partnered with GeoMetrics LLC, LMN Architects, and BERK to provide the supporting market analysis, comparative financial and fiscal analysis of site development concepts, and a project implementation plan. This presentation packet summarizes the financial and fiscal analysis of development options identified by the Advisory Committee.

This financial and fiscal analysis document is a high-level summary for use at the October 3, 2012 public open house.

THE ALTERNATIVES

The Marina and Beach Park Advisory Committee, with input from City staff, consultants and the community, identified the following development options to be analyzed for financial and fiscal considerations.

OPTION 1

This option emphasizes a large central gathering location that has direct access to views of the marina that could be activated by temporary uses and programmed activities. The L-shaped hotel allows for a protected patio along the water. Marina related retail and services anchor the southern portion of the development. It includes a stair climb/elevator access to Cliff Avenue that could be incorporated into, or adjacent to a building. This option assumes income streams to offset the cost of public amenities.

- MIXED USE OFFICE - 6,000 SF RETAIL; 36,000 SF OFFICE
- RESTAURANT AND RETAIL - 7,000 SF RESTAURANT; 3,200 SF RETAIL
- CENTRAL PLAZA - 20,000 SF
- HOTEL - 50,000 SF, 100+ ROOMS
- MARINE SERVICES - 20,000 SF

OPTION 2

This option introduces a parking structure that is accessible from Cliff Avenue, strengthening the connection to downtown and provides a grand pedestrian overlook accessible from Cliff Avenue or the marina floor. It includes a stair climb/elevator that integrated into the parking structure, retail on the ground floor fronting Dock Street with parking behind, and income streams to offset the development cost. The large central gathering plaza, hotel, and marina services are similar to Option 1.

- PARKING GARAGE AND RETAIL - 155 STALL PARKING GARAGE; 10,000 SF RETAIL
- RESTAURANT AND RETAIL - 7,000 SF RESTAURANT; 3,200 SF RETAIL
- CENTRAL PLAZA - 20,000 SF
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- MIXED USE OFFICE - 6,000 SF RETAIL; 36,000 SF OFFICE
- RESTAURANT - 7,000 SF
- CENTRAL PLAZA -- 25,000 SF
- HOTEL - 38,000 SF, 75+ ROOMS
- MARINA RETAIL - 10,000 SF; 100 PARKING STALLS
- MARINE SERVICES - 20,000 SF

OPTION 4

This option represents a reduced development scenario that implements the 2007 Marina Master Plan. Under this option, a new commercial building with a restaurant, deli or small scale grocer with an outdoor deck would be located in the area north of the Harbormasters Office, and a Marine Hardware/Retail and Marina Maintenance building would be located immediately south of the boat yard. The first floor of the Harbormasters Office would be renovated to include public restrooms, showers, and laundry facilities for guest moorage users and the current maintenance shop would be relocated to the new building in the south Marina area. Associated parking requirements would be accommodated within the existing north and south parking lots.

- MARINA RETAIL – 6,000 SF RETAIL; 1,500 SF DECK
- MARINE SERVICES – 5,000 SF

CONCEPTUAL MODELS

LMN Architects developed conceptual visualizations of options one through three, which were presented at earlier Advisory Committee meetings. For the financial analysis, each unique building configuration within the four options was analyzed. The exhibit below summarizes the unique buildings, their corresponding building labels in the LMN visualizations, and development specifications.

Summary of Building Specifications

Building	Options	Specifications	Phasing	Year Built
Building 1 Mixed-Use Office	1 and 3	36K SF Office; 6K SF Retail	Long-Term	in 12 years; 2024
Building 1 Retail and Parking	2	155 Stall Garage; 10K SF Retail	Long-Term	in 12 years; 2024
Building 2 Restaurant and Retail	1 and 2	7K SF Restaurant; 3.2K SF Retail	Short-Term	in 4 years; 2016
Building 2 Restaurant	3	7K SF Restaurant	Short-Term	in 4 years; 2016
Building 3 Hotel 75 Rooms	3	38K SF Hotel	Mid-term	in 7 years; 2019
Building 4 Hotel 100 Rooms	1 and 2	50K SF Hotel	Mid-term	in 7 years; 2019
Building 4 Marina Retail	3	10K SF Retail	Short-Term	in 4 years; 2016
Building 5 Marine Services	1, 2, and 3	20K SF Marine Services	Short-Term	in 4 years; 2016
(not drawn) Marina Retail	4	6K SF Retail; 1.5K SF Deck	Short-Term	in 4 years; 2016
(not drawn) Marine Services	4	5K SF Marine Services	Short-Term	in 4 years; 2016

APPROACH

BERK’s financial and fiscal analysis focuses on answering two core questions:

1. Do the development alternatives make sense for a developer?
2. Do the development alternatives make sense for the City?

To answer the first question, development pro forma analysis was conducted on each individual building configuration in the four development alternatives. Residual land value estimates, along with other return metrics from the pro forma analysis were used to evaluate the financial feasibility of each building from a developer’s perspective.

To answer the second question, BERK first modeled changes in the marina property’s revenue streams that would likely be affected by the development alternatives. The affected revenue streams include:

- **In-water and overnight moorage; fuel sales.** Moorage and fuel sales are expected to increase if development spurs activity and improves attractiveness of marina.
- **Existing uses replaced by development.** Dry storage, vacant lot storage, and marine services lease revenue are replaced by new uses in several of the alternatives.
- **Land lease and rent revenue generated by new development.** Most of the new uses proposed for the Marina will generate land lease revenue. The City is planning to set up long-term land leases and maintain land ownership in all four options. In the case of the parking garage in Option 2 and the marine services building in Option 4, the City would construct the buildings and collect rent from tenants.

Tax Revenue Analysis

In addition to the changes in business income, the development options would have impact on City tax revenues. The major tax revenue streams modeled include: sales tax, property tax, the City's business and occupation (B&O) tax, and utility taxes. The one-time construction phase in each option increases sales and B&O tax revenues, while ongoing economic activity leads to increases in sales, B&O, and utility taxes.

Payback Analysis

By estimating both the changes in business income and the increase in City tax revenue it is possible to evaluate the degree to which public investments in the project might be recovered either from business income alone, or by including both sources of new city revenue.

The public investments are assumed to comprise a new public plaza and a stairway/elevator improvement that will facilitate site access. In Option 2, there is an additional public investment in a parking garage.

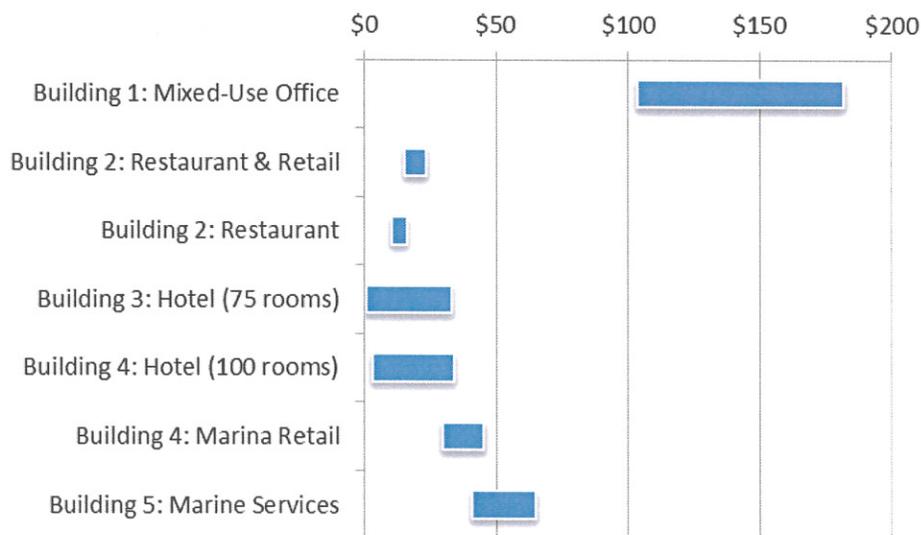
FEASIBILITY FOR A DEVELOPER

KEY FINDINGS

From a developer’s perspective, the key is whether there would be sufficient value in each of the building sites to support a land lease or land purchase. To assess this question, we looked at a simple residual land value analysis for each of the prospective development sites. Residual land value refers to the amount a developer would be willing to pay for land after factoring in costs of development, estimated revenue, and developer profit. The more valuable a proposed development, the more a developer is willing to spend to purchase or lease land.

- Residual land values were all positive, meaning that there is expected to be some residual value after development and developer profit.
- The exhibit below shows the estimated range of land values (\$/SF) for each of the building site options, with most showing the potential of achieving the current \$25/SF value. Others would need some support, at least initially. This could be in the form of reduced value assessments to base land leases on, or considering shared parking opportunities and reducing parking area lease payments.
- This suggests that there would likely be room to negotiate a lease for most options under consideration.
- The hotel options have a wide range and may be less likely to meet the \$25/SF value but they also have the most unknowns and market volatility.
- The analysis assumes conservative construction costs and that almost all parking requirements would be met on site and within the individual site development costs.

Range of Estimated Residual Land Value Estimates



Note: The parking garage and buildings from Option 4 were not included as these are likely to be constructed by the City instead of a private developer.

FEASIBILITY FOR THE CITY

KEY QUESTIONS

- How does the development option change the business income from the marina properties?
 - Degree to which land leases and boosts to existing businesses recover losses of existing revenue streams and capital investments.
- Do the additional incremental revenues provide a reasonable payback on public investments?
- How does the development option change the tax revenues for the City?
- How much do the tax revenues improve the payback schedule on the public investments?

KEY ASSUMPTIONS

- The analysis makes reasonably conservative assumptions regarding rents, and construction costs. There is no assumed savings from current operations or savings from investments that otherwise would be necessary.
- For most buildings, the analysis assumes developers sign long-term land leases with the City. The only buildings where this is not the case are the parking garage building under Option 2 and the marine services building under Option 4. These two buildings were assumed to be built and owned by the City.
- The public plaza and elevator/stairway capital investments were assumed to be fully funded by the City with no developer contribution.
- The parking garage building is assumed to be free for public use without parking fees. If parking charges were considered for the parking garage, the payback scenario could change significantly, depending on future market demand for parking and revenue potential.
- Two return metrics included in the following pages are net present value (NPV) and internal rate of return (IRR). Net present value is a metric used to measure how valuable a future cash flow is today, taking into account the time value of money¹. The internal rate of return is another return metric that measures the discount rate at which the net present value of a future cash flow is zero. Another way to think of IRR is that it is how high inflation rates would have to be to reduce the present value of an investment to zero. Generally, the higher the IRR, the stronger the investment.

¹ All NPV calculations in this summary use a discount rate of 5%.

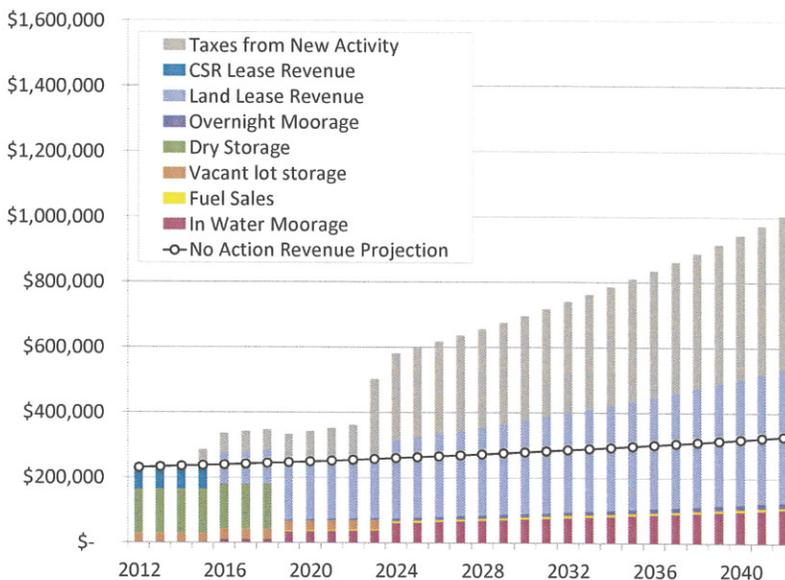
OPTION 1

Uses: Office, Retail, Restaurant, Marine Services, Hotel (100-rooms)

Investments: Public Plaza (\$1M) and Elevator/stairway (\$0.5M)

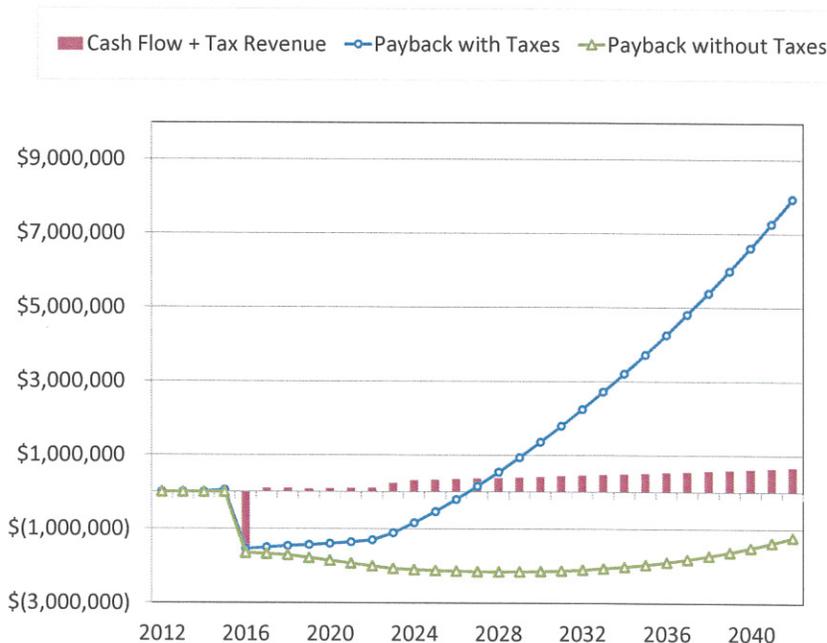
- The net new business revenues would result in an increase over the baseline in all years and provide a higher rate of growth over time
- Tax revenues would significantly increase overall financial benefits to the city, resulting an almost 100% increase in incremental revenues.
- 30-year NPV for tax revenue: \$2.8M.

Incremental Revenues from Development



- Counting only new business income, the payback period on public investments would likely extend beyond the planning horizon.
- By including the new tax revenues, the payback period is estimated to be 15 years (2027).

Estimated Payback Schedule



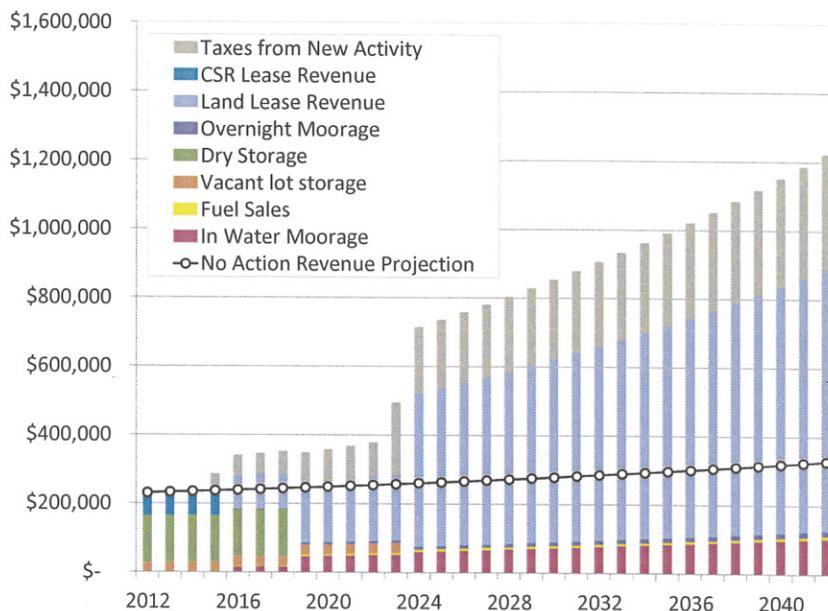
OPTION 2

Uses: Public Garage, Retail, Restaurant, Marine Services, Hotel (100-rooms)

Investments: Public Garage (\$4M), Public Plaza (\$1M) and Elevator/stairway (\$0.5M)

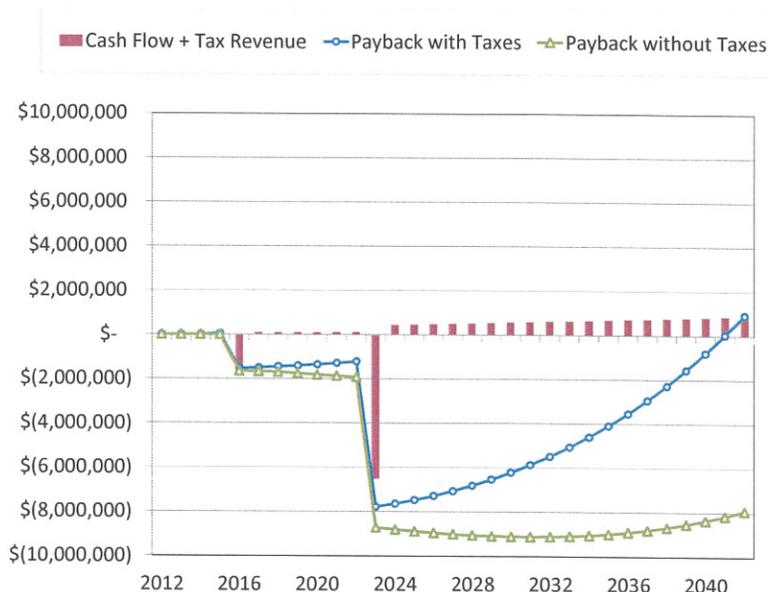
- The net new business revenues would result in an increase over the baseline in all years and provide a higher rate of growth over time
- Lease revenues are higher in this option because the City will be collecting direct rent from retailers in the parking garage building.
- Tax revenues are an important additional source of revenue, but the increment is smaller than the other two options.
- 30-year NPV for tax revenue: \$2.1M.

Incremental Revenues from Development



Estimated Payback Schedule

- With higher investment needs (due to the public garage) this option is unlikely to fully recover the initial public investments until the end of the planning period, and only if tax revenue is added.
- If parking fees were generated from the garage, the payback schedule would be improved.
- The key issue for this option is whether the additional public investments might provide greater public benefits to help offset the lower financial returns.



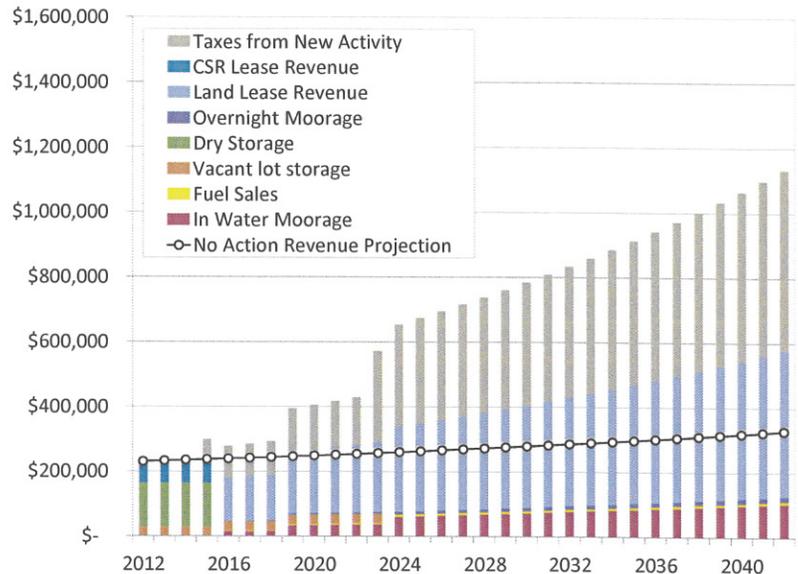
OPTION 3

Uses: Office, Marina Retail, Restaurant, Marine Services, Hotel (75 rooms)

Investments: Public Plaza (\$1M) and Elevator/stairway (\$0.5M)

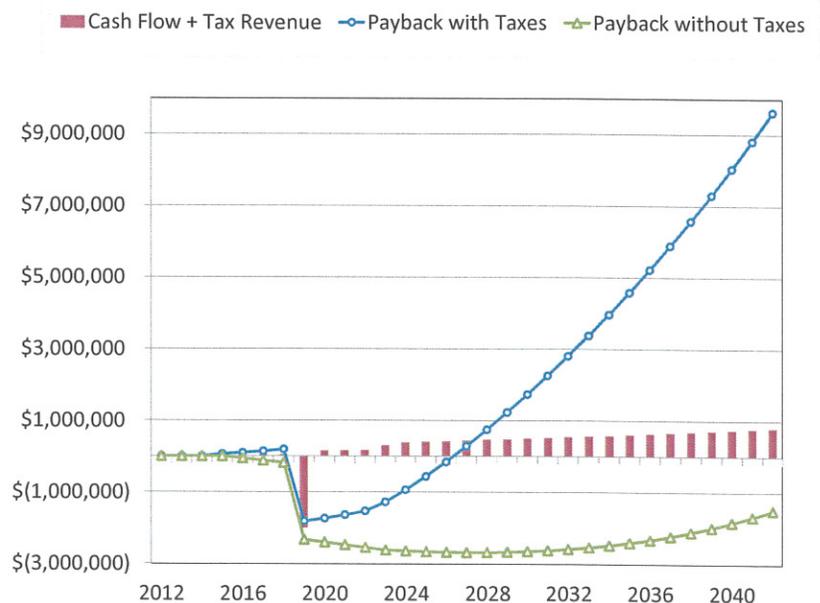
- The net new business revenues would result in an increase over the baseline in all years and provide a higher rate of growth over time.
- As with the other options, tax revenues would significantly increase overall financial benefits to the city, resulting in an almost 100% increase in incremental revenues.
- This option has the highest business and tax revenue impacts of the three.
- 30-year NPV for tax revenue: \$3.4M.

Incremental Revenues from Development



Estimated Payback Schedule

- Counting only new business income, the payback period on public investments would likely extend beyond the planning horizon.
- By including the new tax revenues, the payback period is estimated to be 15 years (2027).
- The payback analysis suggests that this option is a marginally better performer than Option 1.



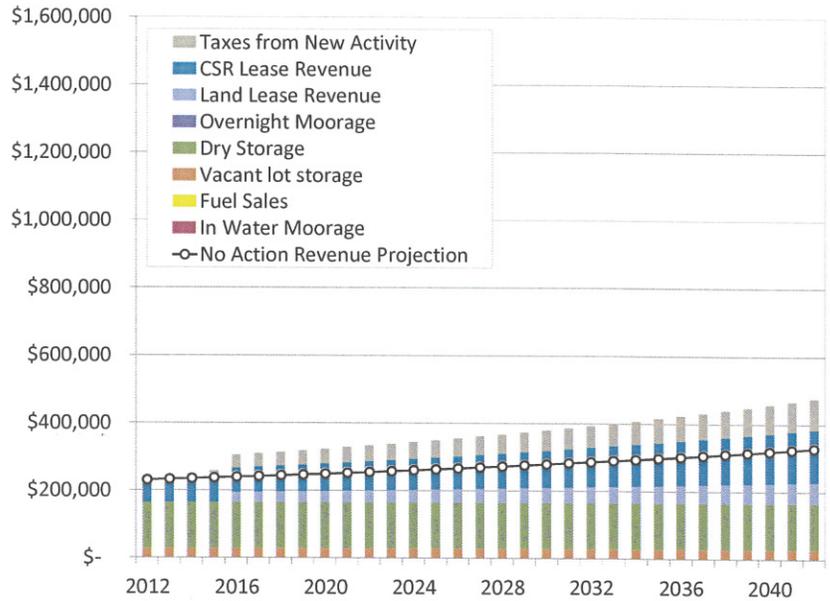
OPTION 4

Uses: Marina Retail, Marine Services

Investments: Harbormaster office renovations (\$50K) and new marine services building (\$600K)

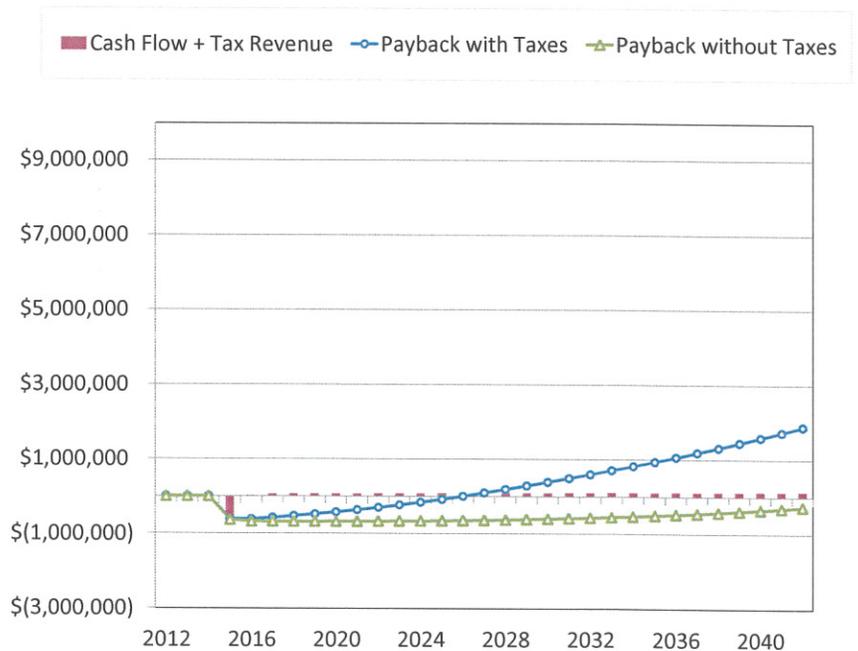
- The net new business revenues would result in an increase over the baseline in all years with a slower rate of growth over time.
- Tax revenues would increase overall financial benefits to the city, but not as much as in other options.
- 30-year NPV for tax revenue: \$675K.

Incremental Revenues from Development



Estimated Payback Schedule

- Counting only new business income, the payback period on public investments would likely extend beyond the planning horizon.
- By including the new tax revenues, the payback period is estimated to be 14 years (2026).
- Overall, this option is characterized by smaller capital investments and less long-term revenue potential.



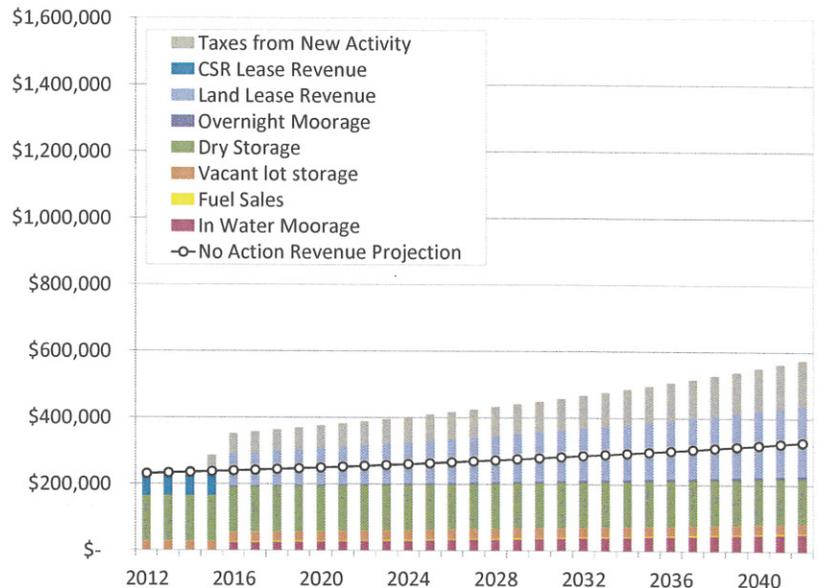
OPTIONS 1 AND 2 – PHASE 1 ONLY

Uses: Retail, Restaurant, Marine Services

Investments: Public Plaza (\$1M) and Elevator/stairway (\$0.5M)

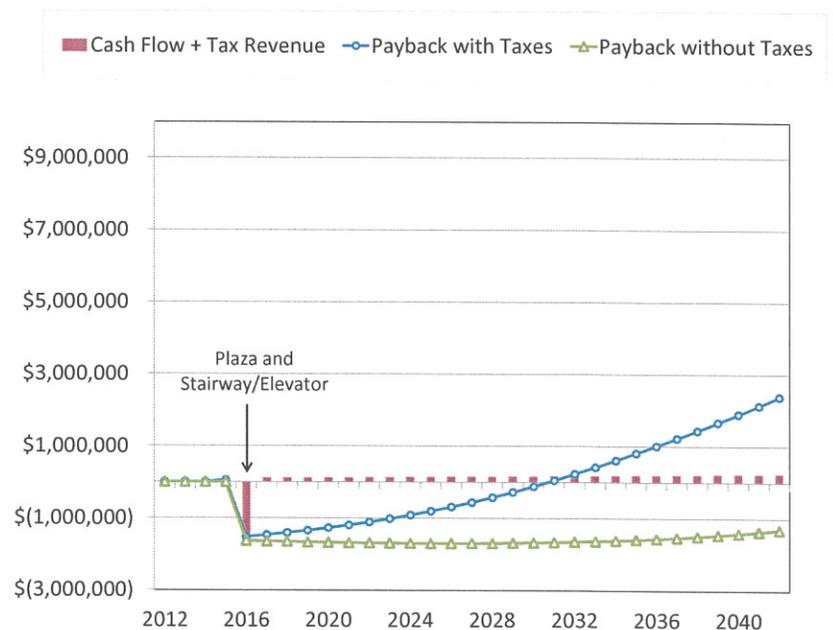
- When only considering the Phase I investments under Options 1 and 2, new business revenue is still higher than the baseline.
- Tax revenues are less than under Options 1 and 2.
- 30-year NPV for tax revenue: \$1.0M.

Incremental Revenues from Development



- Counting only new business income, the payback period on public investments would likely extend beyond the planning horizon.
- By including the new tax revenues, the payback period is estimated to be 19 years (2031).

Estimated Payback Schedule



PERFORMANCE SUMMARY

Summary of Business and Tax Revenue Metrics by Option

	Option 1	Option 2	Option 3	Option 4	Options 1&2 Phase 1 Only
Revenue Performance in 30 years (2042)					
% increase in Incremental Revenue Over No-Action Baseline	67%	169%	77%	17%	33%
Incremental Revenue as Share of Gross Revenue (currently 6%)	7.3%	11.2%	7.7%	5.2%	5.9%
Including Business Revenue Only					
Public Investment Costs	\$1.5M	\$5.5M	\$1.5M	\$650K	\$1.5M
Internal Rate of Return (IRR)	2.6%	-0.7%	1.9%	2.9%	1.4%
Payback Year	Beyond 2042				
Including Business and Tax Revenue					
30-year Net Present Value (NPV)	\$2,450,000	(\$250,000)	\$2,950,000	\$550,000	\$600,000
Internal Rate of Return (IRR)	14.4%	4.5%	19.0%	12.0%	8.7%
Payback year	15 yrs (2027)	29 yrs (2041)	15 yrs (2027)	14 yrs (2026)	19 yrs (2031)

- Option 2 presents the highest revenue potential but has weakest return on investment due to the high cost of the parking garage.
- Options 1 and 3 are similar in performance. Option 3 returns are marginally better due to higher tax revenue.
- Option 4 has limited revenue potential but reasonable return metrics due to low public investment costs.
- When only phase 1 for Options 1 and 2 (restaurant, marine services building, and plaza/stairway/elevator) is considered, the IRR and NPV values are reduced, pushing the payback year out to 2031.

OTHER CONSIDERATIONS

Parking Requirements

The analysis assumes that all parking requirements are met for each building and use. In some cases, this would require reserving space in some marina parking lots currently offered for public use. There are several opportunities to alleviate potential parking requirement conflicts by exploring shared parking arrangements or different building configurations. This is an area that should be studied further.

Parking Revenue

As stated earlier, no parking revenue is assumed for the parking garage under Option 2. If parking fees were charged at the garage, these revenues could improve the payback schedule under this option. Currently public parking is free at the Des Moines Marina. If the Marina ever decided to begin charging for parking, this would make it much more feasible to charge for parking in the Option 2 parking garage. It is less likely that paid parking at the garage would be successful if marina surface parking is free.

Eligibility for Grants or other Funding for Capital Investments

The public investments like the plaza and stairway/elevator could be eligible for grants from the Washington State Recreation and Conservation Office, or other sources that fund transportation, marina, or stormwater improvements. The capital investments could be designed to meet requirements for these funding sources. One example would be adding a terraced "hillclimb" with planted basins for capturing and filtering water coming off the sloping street. If additional funding were obtained for capital investments, this would improve the payback schedule in this analysis, which assumes 100% City funding.

Other Public Benefits

The financial and fiscal analysis does not take into account other public benefits associated with each of the development options. Potential for additional vibrancy at the marina, new public gathering places, and improved connections with the larger Marina District, among others, are benefits that should be considered when weighing the development options.

Marina & Beach Park Advisory Committee

Summary of Advisory Committee Meeting #5

Overview

The purpose of the Marina & Beach Park (M&BP) Advisory Committee meeting #5 was to:

- Reconcile feedback and support for a Preferred Alternative generated at Open House #2
- Confirm a Preferred Alternative for preparation of a draft Implementation Plan

Tony Hettler, Committee Chair opened the meeting, welcomed the public and provided an overview of the meeting objectives.

Heber Kennedy of GeoMetrics provided an overview of the public comments generated at Open House #2 and asked the Committee to provide their impressions. The Committee expressed the following thoughts and questions:

- There was discomfort with the hotel as a potential use – Who is building? City? Private developer? Would such a project be commercially viable?
- The commercial viability of a mixed use office building was challenged given the location and lack of success of other recent mixed use retail/office buildings throughout the City.
- A lot of comments – Don't negatively impact Farmers Market;
- Is it necessary to pick one alternative or can it be a blended option to allow flexibility to respond to the market, time and opportunities?
- A blended option could inform the City Council decisions – understanding what could happen in a first phase and a series of steps for the future to chart a path and help the City Council move forward and balance the Marina development with other priorities.
- Don't forget the need for more parking to support Beach Park and Marina activities.

The Advisory Committee was then asked to provide their thoughts for a preferred alternative, keeping in mind the project objectives and charge of the Committee. This was conducted in a round table format:

Del Rivero – support for Option 4 with the exception of the Harbormasters Office location (i.e., prime spot that could accommodate other retail/activity)

Wayne Corey – see as a 30-year vision; Option 2-3 hybrid would provide a long-range view of the options

Dave Markwell – Option 2-3 hybrid; market will determine; will be a catalyst for development elsewhere (e.g., Marina District); create destination while maintaining character of the Marina

Patricio Mendoza – Cannot support any of the options

Grant Fredricks – Blend between Options 2 and 3 that builds on the mission for the Marina; the Marina needs to be self-sustaining to maintain marina operations; more retail, services, marine industrial and restaurant would provide a revenue stream; also need to support community desires such as phasing and improvements like a Harbor Steps type connection from the downtown and a public plaza (recurring messages over the past year); mixed use/office doesn't seem realistic given the City has been unsuccessful attracting this type of development elsewhere (e.g., Marina District and Pacific Ridge)

Lorri Ericson – Option 2; agree office might not be feasible but could reserve this area for future parking; okay with Option 2-3 blend

Nessy Borge – Leaning toward Option 2; what is marina sales? – supplies, equipment, fishing to support water-oriented uses; need to generate money that will attract people year round (e.g., Ketchikan, Alaska draws people for only 5 months/year but revenues generated from cruise ships support businesses for the entire year)

Shan Hoel – Option 2 provides connectivity, space for future parking, open space

Carrienne Litowitz – Option 2 without hotel; like parking potential, open space and plaza

Tony Hettler – Option 2 blend with Option 3; first phase could be restaurant, plaza, retail with parking garage; not sure about hotel – market will determine feasibility; development should be phased

The Advisory Committee consensus was to recommend an Option 2-3 blend to the City Council. The Committee also requested to consider comments from those members who were not at the meeting – Councilmember Melissa Musser, Char Schultz and Jim Melia.

Heber Kennedy provided an overview of the next steps for taking the Committee recommendation to City Council and preparation of an implementation plan.

- November 1, 2012 – City Council study session on to hear the Advisory Committee's recommendation for a preferred development option and an implementation approach and Council discussion.
- December 6, 2012 - Open House #3 before City Council meeting to further discuss/deliberate on a preferred land use option for the Marina area and provide direction for development of an implementation plan.
- Pending Council desire to continue the Advisory Committee's work next meeting will likely be in January or February 2013.

The Committee clarified to the public that no development decision was being made at this time but rather a decision on the vision and process for moving forward.

Meeting adjourned.

A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT:

2013 Preliminary Base Operating Budgets: Special Revenue Funds, Debt Service Funds, Marina, SWM, and Internal Service Funds

2013 General & Street Funds Recap of Budget Balancing Strategies (Updated Version to be Provided to Council by E-Mail)

ATTACHMENTS:

1: PowerPoint Presentation

FOR AGENDA OF: November 1, 2012

DEPT. OF ORIGIN: Finance

DATE SUBMITTED: October 25, 2012

CLEARANCES:

- [] Legal _____
 [X] Finance pl
 [] Marina _____
 [] Parks, Recreation & Senior Services _____
 [] Planning, Building & PW _____

APPROVED BY CITY MANAGER
 FOR SUBMITTAL: JA

Purpose and Recommendation

This agenda item provides an overview of the 2013 preliminary base operating budgets.

Background

The City Council has been previously provided with the General and Street Funds' 2013 preliminary base operating budgets and revenue estimates. The 2013 budget was prepared to include applicable COLA and benefit increases, and fully restores the equipment maintenance assessments, and equipment and computer replacement assessments. The 2013 base revenue estimates for the General and Street Funds are not sufficient to cover the proposed base expenditures resulting in a shortfall of approximately \$2.8 million. The City Manager has proposed various budget balancing strategies to close the gap including the use of one-time revenues.

Discussion

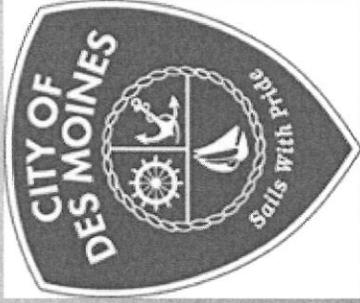
The City's operating budget includes the General and Street Funds, considered the primary general governmental funds of the City. Other governmental operating funds include the Police Drug Seizure Fund and the Hotel-Motel Tax Fund, referred to as Special Revenue Funds. The City's active debt service funds include the Local Improvement District Fund, the 2008 GO & 2008 Refunding GO Fund, and Miscellaneous Debt Service Fund. The City's enterprise funds include the Marina Revenue Fund, the Marina Repair and Replacement Fund, and the Surface Water Management Utility Operating Fund. The City utilizes seven internal service funds: Equipment Rental Operations Fund, Equipment Rental Replacement Fund, Facility Repair and Replacement Fund, Computer Equipment Operations Fund, Computer Equipment Replacement Fund, Self-Insurance Fund, and the Unemployment Insurance Fund.

Alternatives

None.

Recommendation

None.



City of Des Moines 2013 Budget Presentation

Special Revenue Funds
Debt Service Funds
Enterprise Funds
Internal Service Funds

SPECIAL REVENUE FUNDS

- Drug Seizure Fund
- Hotel-Motel Tax Fund

2013 PRELIMINARY BUDGET
FUND: DRUG SEIZURE FUND
DEPARTMENT: LAW ENFORCEMENT
PROGRAM: DRUG ENFORCEMENT

- * Established in accordance with RCW 69.50.505
- * State receives 10% of forfeited property & net proceeds
- * City retains balance to be used exclusively for drug enforcement related activities

ITEM	2010		2011		2012		2013	
	ACTUAL		ACTUAL		ESTIMATE	AMD BGT	PRELIM BGT	
SUPPLIES	\$ 751	\$	1,602	\$	3,500	\$	3,500	\$ 3,500
OTHER SERVICES	1,515		2,073		2,500		10,000	10,000
STATE SHARE	-		59		1,500		1,500	1,500
TOTAL EXPENDITURES	\$ 2,266	\$	3,734	\$	7,500	\$	15,000	\$ 15,000
% CHG			64.8%		100.9%			0.0%
REVENUES	\$ 53	\$	603	\$	150	\$	15,026	\$ 15,006
% CHG			1037.7%		-75.1%			-0.1%
ENDING FUND BAL	\$ 21,151	\$	18,938	\$	11,588	\$	14,076	\$ 11,594

2013 PRELIMINARY BUDGET

FUND: HOTEL-MOTEL TAX FUND

DEPARTMENT: PARKS, RECREATION, & SR. SERVICES

PROGRAM: LODGING TAX REVENUES

- * Established by Ordinance No. 1358 adopted January 13, 2005
- * Authorized 1% lodging tax to be used exclusively for tourism-related activities
- * All revenues distributed to Seattle Southside
- * Mandates a Lodging Tax Advisory Committee

	2010	2011	2012	2012	2013
ITEM	ACTUAL	ACTUAL	ESTIMATE	AMD BGT	PRELIM BGT
EXPENDITURES	\$ 17,230	\$ 16,473	\$ 16,347	\$ 16,347	\$ 17,247
% CHG		-4.4%	-0.8%		5.5%
REVENUES	\$ 16,944	\$ 16,471	\$ 17,255	\$ 16,032	\$ 17,308
% CHG		-2.8%	4.8%		8.0%
ENDING FUND BAL	\$ 4,724	\$ 4,722	\$ 5,630	\$ 4,407	\$ 5,691

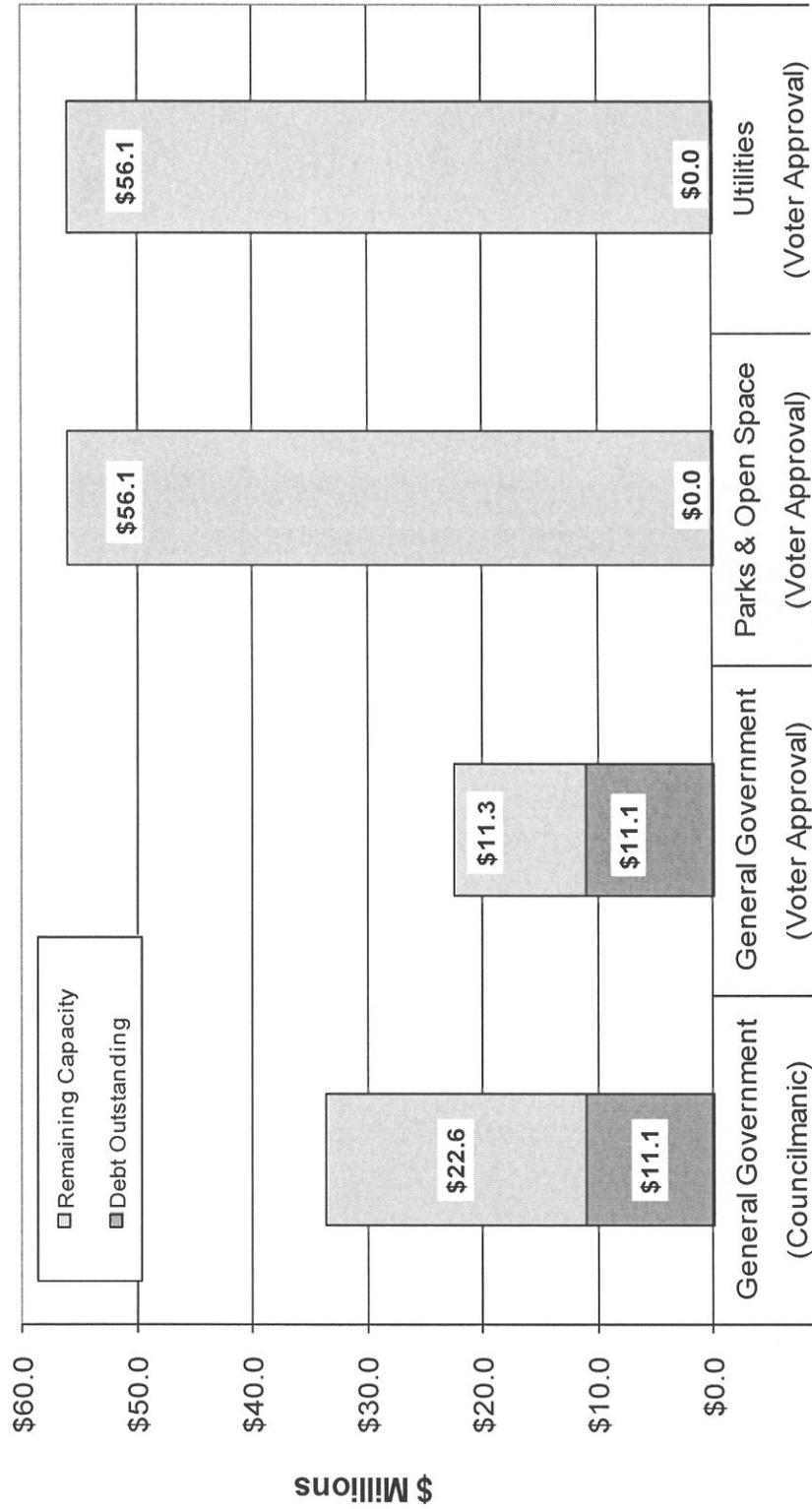
DEBT SERVICE FUNDS

- Local Improvement District Fund
- 2008 GO & 2008 Refunding GO Fund:
 - Transportation
 - Refunding GO – 1997 GO City Hall
- Miscellaneous Debt Service Fund:
 - Public Works Trust Fund Loans
 - 2011 State of WA LOCAL Financing Program
 - Copier Capital Lease

**2013 PRELIMINARY BUDGET
 FUND: DEBT SERVICE FUNDS
 DEPARTMENT: FINANCE
 PROGRAM: ANNUAL DEBT SERVICE PAYMENTS**

DESCRIPTION	SOURCE	12/31/12	PRINCIPAL	INTEREST	12/31/13	MATURITY
2008 GO TRANS	IMPACT FEES/REET	\$ 2,160,000	\$ 95,000	\$ 96,563	\$ 2,065,000	12/1/28
2008 GO REFUNDING	REET	545,000	100,000	22,650	445,000	12/1/17
2004 PWTF-PAC HWY	IMPACT FEES/REET	283,420	23,618	1,417	259,802	7/1/24
2009 PWTF-GATEWAY	IMPACT FEES/REET	509,804	31,863	2,549	477,941	7/1/13
2011 State LOCAL-Energy Savings Proj	GENERAL/ STREET/SWM FDS	97,382	9,419	3,729	87,963	12/1/21
2011 COPIER LEASE	GENERAL FD	45,165	13,616	1,647	31,549	2/1/16
TOTALS		\$ 3,640,771	\$ 273,516	\$ 128,555	\$ 3,367,255	

**Debt Capacity as of December 31, 2013
Based on 2013 Assessed Valuation = \$2.245 Billion
Total Remaining "General Capacity" \$33,931,637**



Total Citywide Debt excluding capital leases: \$11,105,707

ENTERPRISE FUNDS

- Marina Revenue
- Marina Repair & Replacement Reserve
- Surface Water Mgt Utility Operations

2013 PRELIMINARY BUDGET
FUND: MARINA REVENUE FUND
DEPARTMENT: MARINA
OVERVIEW

* Fund established to account for operating expenses of Marina & Redondo launch facilities
 * Major revenue sources include moorage, dry storage, launching fees, sale of fuel & electricity, parking fees, and lease fees.

ITEM	2010 ACTUAL	2011 ACTUAL	2012 ESTIMATE	2012 AMD BGT	2013 PRELIM BGT
BEGIN FUND BAL	\$ 1,471,414	\$ 1,481,302	\$ 1,457,760	\$ 1,457,760	\$ 1,300,806
REVENUES	\$ 3,702,903	\$ 4,083,998	\$ 4,180,156	\$ 4,278,376	\$ 4,112,525
BOND PROCEEDS		\$ 2,810,000	\$ 2,810,000	\$ 2,810,000	
% CHG		10.3%	71.2%		-68.8%
EXPENSES:					
Administration	\$ 1,270,791	\$ 1,236,438	\$ 1,421,473	\$ 1,380,503	\$ 1,622,209
Service	1,325,591	1,691,100	1,632,423	1,653,277	1,674,858
Maintenance	418,120	457,092	416,756	431,803	427,998
Transfer to Capital	-	-	-	165,000	-
Debt Service	678,513	722,910	759,340	759,358	483,036
Pmt to Ref Bond Escrow	-	-	2,917,118	2,917,118	-
Total Expenses	\$ 3,693,015	\$ 4,107,540	\$ 7,147,110	\$ 7,307,059	\$ 4,208,101
% CHG		11.2%	74.0%		-41.1%
ENDING FUND BAL	\$ 1,481,302	\$ 1,457,760	\$ 1,300,806	\$ 1,239,077	\$ 1,205,230
RESERVE FOR DEBT SVC	813,316	793,816	768,816	751,816	768,816
UNRESERVED END FD BAL	\$ 667,986	\$ 663,944	\$ 531,990	\$ 487,261	\$ 436,414

2013 PRELIMINARY BUDGET
FUND: MARINA REVENUE FUND
DEPARTMENT: MARINA
PROGRAM: ADMINISTRATION

	2010	2011	2012	2012	2013
EXPENSES	ACTUAL	ACTUAL	ESTIMATE	AMD BGT	PRELIM BGT
ADMINISTRATION	\$ 1,270,791	\$ 1,236,438	\$ 1,421,473	\$ 1,380,503	\$ 1,622,209
% CHG		-2.7%	15.0%		17.5%
FTES:					
HARBORMASTER	1.00	1.00	1.00	1.00	1.00
OFFICE MANAGER	1.00	1.00	1.00	1.00	1.00
OFFICE AIDE	0.80	0.80	0.00	0.80	0.00
EVENTS SPECIALIST	0.00	0.00	0.60	0.00	0.60
CONTRACT ADMIN	0.75	0.75	0.75	0.75	0.00
TOTAL FTES	3.55	3.55	3.35	3.55	2.60

GOALS/PURPOSE:

- * Provides direction and oversight for the Marina operations
- * Plans long-term growth strategies to enhance Marina revenues & sustainability
- * Manages capital improvement program
- * Provides varied customer services for tenants & guest boaters

2013 PRELIMINARY BUDGET
FUND: MARINA REVENUE FUND
DEPARTMENT: MARINA
PROGRAM: SERVICE

	2010	2011	2012	2012	2013
EXPENSES	ACTUAL	ACTUAL	ESTIMATE	AMD BGT	PRELIM BGT
SERVICE	\$ 1,325,591	\$ 1,691,100	\$ 1,632,423	\$ 1,653,277	\$ 1,674,858
% CHG		27.6%	-3.5%		1.3%
FTES:					
SERVICE MANAGER	1.00	1.00	1.00	1.00	1.00
EVENTS SPECIALIST	0.00	0.00	0.40	1.00	0.40
HARBOR ATTENDANTS	4.00	4.00	4.00	4.00	3.00
PART-TIME	0.00	0.00	0.00	0.00	0.30
SEASONAL STAFF	1.69	1.69	1.69	1.69	1.83
TOTAL FTES	6.69	6.69	7.09	7.69	6.53

GOALS/PURPOSE:

- * Provides services to active boaters, including fuel sales & overnight moorage
- * Plans special events & promotes the Marina regionally
- * Assist maintenance division staff in light maintenance & cleaning
- * Trains & manages seasonal employees

2013 PRELIMINARY BUDGET
FUND: MARINA REVENUE FUND
DEPARTMENT: MARINA
PROGRAM: MAINTENANCE

	2010	2011	2012	2012	2013
EXPENSES	ACTUAL	ACTUAL	ESTIMATE	AMD BGT	PRELIM BGT
MAINTENANCE	\$ 418,120	\$ 457,092	\$ 416,756	\$ 431,803	\$ 427,998
% CHG		9.3%	-8.8%		-0.9%
FTES:					
MAINTENANCE MGR	1.00	1.00	1.00	1.00	1.00
HARBOR ATTENDANT	1.00	1.00	1.00	1.00	1.00
TOTAL FTES	2.00	2.00	2.00	2.00	2.00

GOALS/PURPOSE:

* Provides maintenance for the facility

2013 PRELIMINARY BUDGET

FUND: MARINA REPAIR & REPLACEMENT FUND

DEPARTMENT: MARINA

PROGRAM: MAJOR REPAIR & MAINTENANCE RESERVES

* Established by the Marina Bond covenants

* To be used for unusual or extraordinary maintenance or repairs

	2010		2011		2012		2013	
ITEM	ACTUAL		ACTUAL		ESTIMATE	AMD BGT	PRELIM BGT	
EXPENSES	\$ 1,553	\$	13,790	\$	20,000	\$ 20,000	\$ 20,000	\$ 20,000
% CHG			788.0%		45.0%			0.0%
REVENUES	\$ 4,501	\$	1,912	\$	230	\$ 1,873	\$ 200	
% CHG			-57.5%		-88.0%			-89.3%
ENDING FUND BAL	\$ 357,428	\$	345,550	\$	325,780	\$ 327,424	\$ 305,980	

2013 PRELIMINARY BUDGET
FUND: SURFACE WATER MGT UTILITY OPERATIONS FUND
DEPARTMENT: PLANNING/BUILDING/PUBLIC WORKS

OVERVIEW

* Fund established to account for maintenance, operation, and management of surface water utility program

	2010	2011	2012	2012	2013
ITEM	ACTUAL	ACTUAL	ESTIMATE	AMD BGT	PRELIM BGT
BEGIN FUND BAL	\$ 1,079,012	\$ 1,199,891	\$ 1,291,422	\$ 1,291,423	\$ 1,274,418
REVENUES	\$ 2,529,909	\$ 2,487,420	\$ 2,693,025	\$ 2,565,460	\$ 2,604,178
% CHG		-1.7%	8.3%		1.5%
EXPENSES	\$ 2,409,030	\$ 2,395,889	\$ 2,710,029	\$ 2,962,327	\$ 2,957,376
% CHG		-0.5%	13.1%		-0.2%
ENDING FUND BAL	\$ 1,199,891	\$ 1,291,422	\$ 1,274,418	\$ 894,556	\$ 921,220
EXPENSES:					
Engineering	\$ 672,750	\$ 673,661	\$ 748,086	\$ 850,091	\$ 823,326
Maintenance	783,947	780,889	954,961	1,025,106	1,084,788
NPDES	289,664	302,809	323,454	403,581	339,121
Transfer to Fund 220	-	-	657	678	657
Transfer to Capital	662,669	638,530	682,871	682,871	709,484
Totals	\$ 2,409,030	\$ 2,395,889	\$ 2,710,029	\$ 2,962,327	\$ 2,957,376

2013 PRELIMINARY BUDGET
FUND: SURFACE WTR MGT UTILITY OPERATIONS
DEPARTMENT: PLANNING/BUILDING/PUBLIC WORKS
PROGRAM: ENGINEERING

	2010	2011	2012	2012	2013
EXPENSES	ACTUAL	ACTUAL	ESTIMATE	AMD BGT	PRELIM BGT
ENGINEERING	\$ 672,750	\$ 673,661	\$ 748,086	\$ 850,091	\$ 823,326
% CHG		0.1%	11.0%		-3.1%
REGULAR FTE's:					
DIRECTOR	0.20	0.20	0.10	0.10	0.00
PUBLIC WORKS DIRECTOR	0.00	0.00	0.00	0.00	0.15
ASSIST DIRECTOR-UTL	0.70	0.70	0.70	0.70	0.70
ENGINEERING TECH I	1.00	1.00	1.00	1.00	1.00
ENGINEERING AIDE	0.50	0.50	0.50	0.50	0.50
ADMIN ASSIST I	0.20	0.20	0.20	0.20	0.15
TOTAL FTE's	2.60	2.60	2.50	2.50	2.50

GOALS/PURPOSE:

- * Provides comprehensive SWM maintenance & capital improvement program
- * Budget provides funding for engineering costs of the utility
- * Program improves water quality in the receiving streams & Puget Sound
- * Revenues provided by user fees & development charges

2013 PRELIMINARY BUDGET
FUND: SURFACE WTR MGT UTILITY OPERATIONS
DEPARTMENT: PLANNING/BUILDING/PUBLIC WORKS
PROGRAM: MAINTENANCE

	2010	2011	2012	2012	2012	2013
EXPENSES	ACTUAL	ACTUAL	ESTIMATE	AMD BGT	PRELIM BGT	
MAINTENANCE	\$ 783,947	\$ 780,889	\$ 954,961	\$ 1,025,106	\$ 1,084,788	
% CHG		-0.4%	22.3%		5.8%	
REGULAR FTE's:						
MTC SUPERINTENDENT	0.35	0.35	0.35	0.35	0.35	0.35
ASST MTC SUPERINTENDENT	0.00	0.00	0.10	0.10	0.10	0.10
SR. MTC WORKER	2.00	2.00	2.00	2.00	2.00	2.00
MTC WORKERS	3.00	3.00	3.00	3.00	3.00	3.30
ASST CITY MECHANIC	0.00	0.00	0.40	0.40	0.40	0.60
TOTAL FTE's	5.35	5.35	5.85	5.85	6.35	
SEASONAL FTES	0.62	0.62	0.00	0.00	0.00	0.00

GOALS/PURPOSE:

- * Provides comprehensive SWM maintenance & capital improvement program
- * Budget provides funding for maintenance of storm drainage facilities
- * Program improves water quality in the receiving streams & Puget Sound
- * Revenues provided by user fees & development charges

2013 PRELIMINARY BUDGET

**FUND: SURFACE WTR MGT UTILITY OPERATIONS
DEPARTMENT: PLANNING/BUILDING/PUBLIC WORKS**

PROGRAM: NAT'L POLLUTION DISCHARGE ELIMINATION SYSTEM

	2010	2011	2012	2012	2013
EXPENSES	ACTUAL	ACTUAL	ESTIMATE	AMD BGT	PRELIM BGT
NPDES	\$ 289,664	\$ 302,809	\$ 258,713	\$ 339,067	\$ 339,121
Equipment -Cityworks Program			\$ 56,581	\$ 64,514	
Equipment-2 GIS PDA's			\$ 8,160	-	
% CHG		4.5%	6.8%		-16.0%
REGULAR FTE's:					
ASSIST DIRECTOR-UTL	0.20	0.20	0.20	0.20	0.20
NPDES COORDINATOR	1.00	1.00	1.00	1.00	1.00
ENGINEERING AIDE	0.50	0.50	0.50	0.50	0.50
ENGR/TRAFFIC TECH	1.00	1.00	1.00	1.00	1.00
TOTAL FTE's	2.70	2.70	2.70	2.70	2.70

GOALS/PURPOSE:

- * Program intended to reduce the discharge of pollutants from storm sewer system
- * Provides funding for all permit SWMP components & implementation schedules
- * Program to meet State requirements for all known treatment methods
- * External funding provided by Department of Ecology grants

INTERNAL SERVICE FUNDS

- Equipment Rental Operations
- Equipment Rental Replacement Reserves
- Facility Repair & Replacement
- Computer Equipment Operations
- Computer Equipment Replacement Reserves
- Self-Insurance
- Unemployment Compensation

2013 PRELIMINARY BUDGET
FUND: EQUIPMENT RENTAL OPERATIONS FUND
DEPARTMENT: PLANNING/BUILDING/PUBLIC WORKS
PROGRAM: EQUIPMENT RENTAL OPERATIONS

- * Established to account for maintenance of City owned vehicles and auxiliary equipment
- * Assist departments with purchase of replacement vehicles & equipment
- * Responsible for sale & surplus of City owned vehicles & equipment
- * Supported by user charges assessed to all departments

ITEM	2010 ACTUAL	2011 ACTUAL	2012 ESTIMATE	2012 AMD BGT	2013 PRELIM BGT
EXPENSES	\$ 549,628	\$ 511,057	\$ 583,003	\$ 549,761	\$ 533,584
% CHG		-7.0%	14.1%		-2.9%
REVENUES	\$ 583,860	\$ 492,579	\$ 564,103	\$ 530,996	\$ 627,746
Deferred assessments/Gen & Street Fnds	\$ (30,600)	\$ -	\$ -	\$ -	\$ (58,544)
NET REVENUES	\$ 553,260	\$ 492,579	\$ 564,103	\$ 530,996	\$ 569,202
% CHG		-11.0%	14.5%		7.2%
ENDING FUND BAL	\$ 171,006	\$ 152,528	\$ 133,628	\$ 133,763	\$ 169,246
ENDING FUND BAL excl deferred assessments	\$ 201,606	\$ 183,128	\$ 164,228	\$ 164,363	\$ 258,390
FTEs:					
DIRECTOR	0.05	0.05	0.05	0.05	0.00
PUBLIC WORKS DIRECTOR	0.00	0.00	0.00	0.00	0.05
MTC SUPERINTENDENT	0.10	0.10	0.10	0.10	0.10
ASST MTC SUPERINTENDENT	0.00	0.00	0.10	0.10	0.10
CITY MECHANIC	1.00	1.00	1.00	1.00	1.00
ASSIST CITY MECHANIC	1.00	1.00	0.60	0.60	0.40
ADMIN ASSIST II	0.05	0.05	0.05	0.05	0.05
TOTAL FTEs	2.20	2.20	1.90	1.90	1.70

2013 PRELIMINARY BUDGET
FUND: EQUIPMENT RENTAL REPLACEMENT FUND
DEPARTMENT: PLANNING/BUILDING/PUBLIC WORKS
PROGRAM: EQUIPMENT RENTAL REPLACEMENT RESERVES

- * Assessments based on life of equipment & future replacement cost
- * Provides for all replacement of vehicles & equipment
- * Supported by user charges assessed to all departments

ITEM	2010 ACTUAL	2011 ACTUAL	2012 ESTIMATE	2012 AMD BGT	2013 PRELIM BGT
POLICE	\$ 137,838	\$ 103,918	\$ 15,348	\$ 50,000	\$ 56,000
PARKS OPERATIONS	-	23,198	27,326	17,418	12,000
ENGINEERING	-	23,451	-	-	-
STREETS	98,845	29,212	-	-	25,000
EQUIPMENT RENTAL	-	68	9,666	9,666	-
COMPUTER OPERATIONS	-	-	21,500	21,500	-
FEMA RESPONSE EQP	26,430	19,672	-	-	-
MARINA	-	2,471	54,509	57,611	-
SWM	-	-	363	-	-
TRANSFER	-	-	34,675	24,000	-
TOTAL EXPENSES	\$ 263,113	\$ 201,990	\$ 163,387	\$ 180,195	\$ 93,000
% CHG		-23.2%	-19.1%		-48.4%
REVENUES	\$ 548,195	\$ 644,268	\$ 541,326	\$ 530,762	\$ 592,143
Deferred assessments/Gen, Street Funds, & Lid Lift Funds	\$ (166,909)	\$ (365,760)	\$ (412,563)	\$ (412,563)	\$ (495,558)
NET REVENUES	\$ 381,286	\$ 278,508	\$ 128,763	\$ 118,199	\$ 96,585
% CHG		-27.0%	-53.8%		-18.3%
ENDING FUND BAL	\$ 1,326,353	\$ 1,402,871	\$ 1,368,247	\$ 1,340,875	\$ 1,371,832
ENDING FUND BAL excl deferred assessments	\$ 1,493,262	\$ 1,935,540	\$ 2,313,479	\$ 2,286,107	\$ 2,812,622

2013 PRELIMINARY BUDGET
FUND: EQUIPMENT RENTAL REPLACEMENT FUND
2013 REQUESTS

OPERATION		
Police-Detective	Replace 2005 Ford Taurus	\$ 28,000
Marina	Replace 2005 Ford Taurus	28,000
Streets	Replace 1996 Ford F150 Truck	25,000
Parks	Replace Old Field Rake	12,000
		<u>\$ 93,000</u>

2013 PRELIMINARY BUDGET

FUND: FACILITY REPAIR & REPLACEMENT FUND

DEPARTMENT: PLANNING/BUILDING/PUBLIC WORKS

PROGRAM: FACILITY MAJOR REPAIR & REPLACEMENT RESERVES

- * Established by Ordinance 1144 adopted September 14, 1995
- * Provides for major repair and replacement of City facilities
- * Supported by user charges assessed to all departments
- * Assessments based on square footage of City buildings at \$.70 per sq. ft.

ITEM	2010 ACTUAL	2011 ACTUAL	2012 ESTIMATE	2012 AMD BGT	2013 PRELIM BGT
EXPENSES	\$ 1,139	\$ 231,872	\$ 111,202	\$ 117,253	\$ 64,500
% CHG		20257.5%	-52.0%		-45.0%
REVENUES	\$ 209,384	\$ 76,129	\$ 75,913	\$ 75,957	\$ 75,912
TRANSFER IN FD 211			\$ 33,294	\$ 33,777	
% CHG		-63.6%	43.4%		-30.8%
ENDING FUND BAL	\$ 208,244	\$ 52,501	\$ 50,506	\$ 44,982	\$ 61,918
RESERVE FOR PD					
BLDG REPAIR	-	-	-	-	11,294
UNRESERVED END FD	\$ 208,244	\$ 52,501	\$ 50,506	\$ 44,982	\$ 50,624

2013 PRELIMINARY BUDGET
FUND: FACILITY REPAIR & REPLACEMENT FUND
2013 REQUESTS

DESCRIPTION

Field House Exterior Painting	\$	42,000
City Hall Video Room Heater/AC Unit Replacement		10,000
Public Works Service Center Door		7,500
Engineering Bldg Alarm System Replacement		5,000
	\$	64,500

2013 PRELIMINARY BUDGET
FUND: COMPUTER EQP OPERATIONS FUND
DEPARTMENT: FINANCE
PROGRAM: COMPUTER EQP OPERATIONS

- * Established to provide support for City's computer software & hardware systems
- * Makes recommendations on technology improvements & enhancements
- * Manages telephone & mobile services & equipment
- * Provides GIS support services
- * Manages replacement of all computer equipment & software updates
- * Supported by user charges assessed to all departments

	2010	2011	2012	2012	2013
ITEM	ACTUAL	ACTUAL	ESTIMATED	AMD BGT	PRELIM BGT
EXPENSES	\$ 503,357	\$ 475,527	\$ 482,938	\$ 530,851	\$ 528,292
% CHG		-5.5%	1.6%		-0.5%
REVENUES	\$ 500,127	\$ 498,884	\$ 494,432	\$ 484,843	\$ 479,951
% CHG		-0.2%	-0.9%		-1.0%
ENDING FUND BAL	\$ 89,748	\$ 113,105	\$ 124,599	\$ 67,097	\$ 76,258
FTES:					
IS MANAGER	1.0	1.0	1.0	1.0	1.0
DESKTOP TECH	1.0	1.0	1.0	1.0	1.0
GIS ADMINISTRATOR	1.0	1.0	1.0	1.0	1.0
TOTAL FTES	3.0	3.0	3.0	3.0	3.0

2013 PRELIMINARY BUDGET
FUND: COMPUTER EQP REPLACEMENT FUND
DEPARTMENT: FINANCE
PROGRAM: COMPUTER EQP REPLACEMENT RESERVES

- * Includes assessment for replacement of financial system software
- * Provides for all replacement of computer equipment & software
- * Supported by user charges assessed to all departments
- * Assessments based on per unit charge (\$400 Computer; \$500 Printer)

ITEM	2010		2011		2012		2013	
	ACTUAL		ACTUAL		ESTIMATED	AMD BGT	PRELIM BGT	
SUPPLIES	\$ 62,417	\$	48,836	\$	55,875	\$ 57,900	\$	46,000
CAPITAL	33,264		71,952		73,560	148,775		123,100
TRANSFER	8,624		6,789		18,228	18,739		19,839
TOTAL EXPENSES	\$ 104,305	\$	127,577	\$	147,663	\$ 225,414	\$	188,939
% CHG			22.3%		15.7%			-16.2%
REVENUES	\$ 206,271	\$	210,133	\$	176,990	\$ 176,814	\$	175,753
Deferred assessments/Gen, Street Funds, & Lid Lift Funds	\$ (63,880)	\$	(72,003)	\$	(83,300)	\$ (83,300)	\$	(60,160)
NET REVENUES	\$ 142,391	\$	138,130	\$	93,690	\$ 93,514	\$	115,593
% CHG			-3.0%		-32.2%			23.6%
ENDING FUND BAL	\$ 334,143	\$	344,696	\$	290,723	\$ 212,796	\$	217,377
ENDING FUND BAL excl								
deferred assessments	\$ 398,023	\$	480,579	\$	509,906	\$ 431,979	\$	496,720

2013 PRELIMINARY BUDGET
FUND: COMPUTER EQUIPMENT REPLACEMENT FUND
2013 REQUESTS

DESCRIPTION

INFRASTRUCTURE UPGRADES:

Phone System Upgrade (carry-over from 2012)	\$ 75,000
Sound insulated rack enclosure	2,600
CivicPlus 2nd yr installment on new website	11,500
Large format plotter/scanner	9,000
Laserfiche Document Mgmt System	25,000
	\$ 123,100

2013 PRELIMINARY BUDGET
FUND: SELF-INSURANCE FUND
DEPARTMENT: EXECUTIVE
PROGRAM: RISK MANAGEMENT

- * Established by Ordinance No. 608 in 1984
- * To create reserve to pay for claims & judgments against the City
- * To pay for repairs or replacement of damaged or destroyed City property
- * Pays for remedial activities in monitoring ground water quality
- * City participates in external insurance coverage through WCIA
- * Assessments based on insurance costs + 20% allocated by L&I hours

ITEM	2010		2011		2012		2013	
	ACTUAL		ACTUAL		ESTIMATED	AMD BGT	PRELIM BGT	
INSURANCE	\$ 596,060	\$	571,934	\$	526,932	\$ 532,438	\$	494,400
GRD WTR MONITORING	35,197		45,610		107,500	107,500		107,500
SETTLEMENTS	107,000		2,391		103,530	103,530		-
MISCELLANEOUS	12,851		4,533		1,826	1,827		-
INDIRECTS	15,000		-		-	-		-
TOTAL EXPENSES	\$ 766,108	\$	624,468	\$	739,788	\$ 745,295	\$	601,900
% CHG			-18.5%		18.5%			-19.2%
REVENUES	\$ 718,633	\$	692,187	\$	648,787	\$ 649,047	\$	582,895
Reduced 10% assessment/Gen, Street, & Lid Lift Fnds	\$ -	\$	-	\$	(42,708)	\$ (42,708)	\$	-
NET REVENUES	\$ 718,633	\$	692,187	\$	606,079	\$ 606,339	\$	582,895
% CHG			-3.7%		-12.4%			-3.9%
ENDING FUND BAL	\$ 96,011	\$	163,730	\$	30,021	\$ 24,774	\$	11,016
ENDING FUND BAL excl 10% reduction	\$ 96,011	\$	163,730	\$	72,729	\$ 67,482	\$	53,724

2013 PRELIMINARY BUDGET
FUND: UNEMPLOYMENT COMPENSATION FUND
DEPARTMENT: FINANCE
PROGRAM: RESERVE FOR UNEMPLOYMENT CLAIMS

- * Established by Ordinance No. 482 in 1979
- * To create reserve to pay for unemployment compensation claims
- * Increased assessment rate in 2012 from 0.25% of gross salaries to 0.5%

ITEM	2010		2011		2012		2013	
	ACTUAL		ACTUAL	ESTIMATED	AMT BGT	PRELIM BGT		
EXPENSES	\$ 90,466	\$	60,871	\$ 50,765	\$ 100,000	\$ 70,000		
% CHG			-32.7%	-16.6%		-30.0%		
REVENUES	\$ 27,835	\$	26,841	\$ 53,454	\$ 55,843	\$ 55,147		
% CHG			-3.6%	99.2%		-1.2%		
ENDING FUND BAL	\$ 224,444	\$	190,414	\$ 193,103	\$ 146,257	\$ 178,250		
TARGET BALANCE per								
Ordinance 879	\$ 532,754	\$	529,383	\$ 519,119	\$ 519,119	\$ 505,979		