Des Moines
WATERLAND CITY

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

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1. Executive Summary

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

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

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

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

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

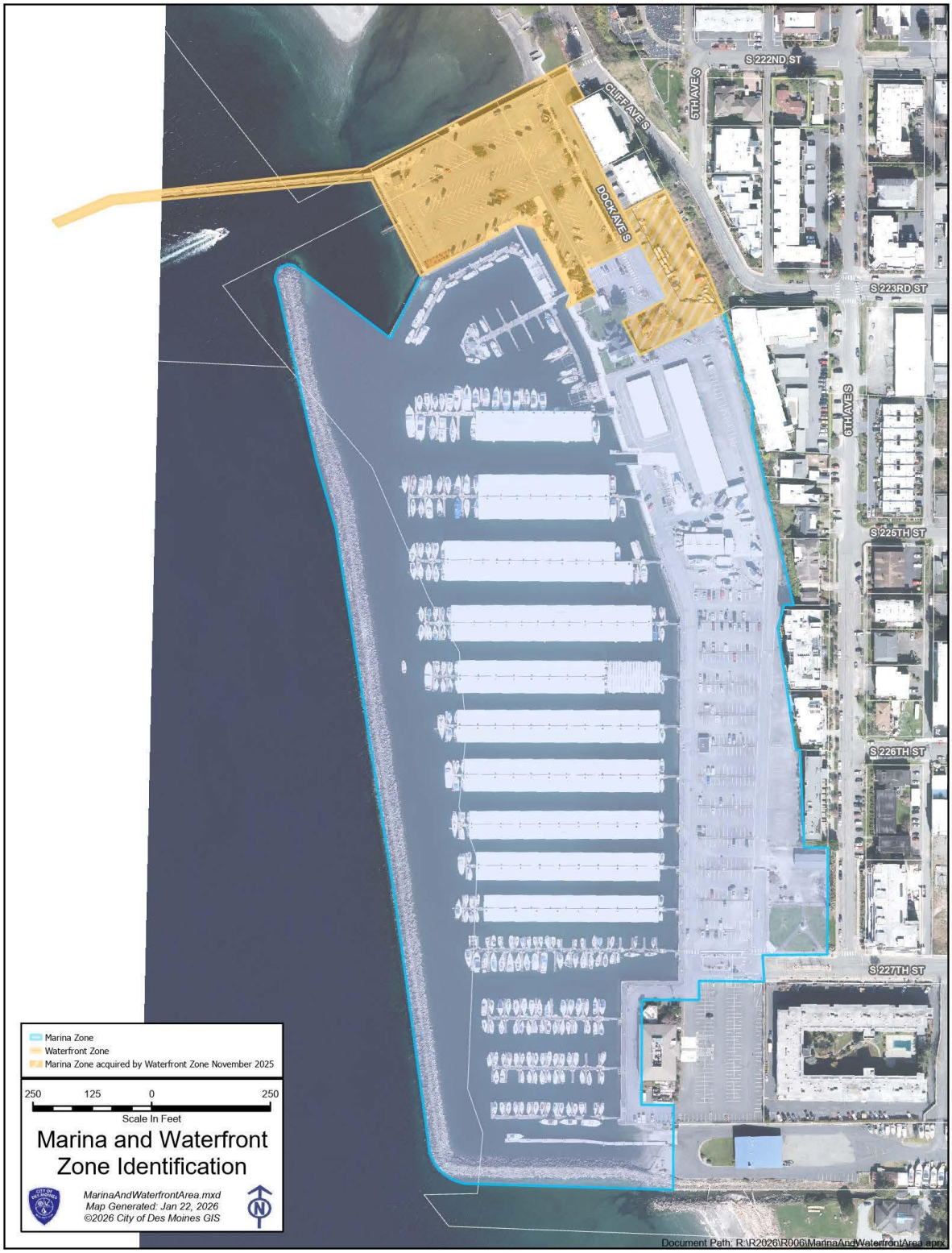
The 2026 Marina Capital Improvement Plan identifies the capital investment priorities that will guide the Marina's evolution and support expanded and enhanced services in the years ahead. Proposed changes in service may require the construction of new improvements, the removal of existing facilities,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

Proposed improvements include:

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

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

This CIP document does not attempt to define a broader community or Council vision for the Marina floor or the long-term waterfront experience in Des Moines. That direction is expected to come through the City's Strategic Plan, which is currently underway. As the Strategic Plan is completed, it may inform future refinements to the Marina's long-term capital priorities and investment approach. At this stage, the Marina CIP is grounded primarily in the operational, safety, and infrastructure needs required to sustain the Marina as a self-supporting enterprise and to complete previously phased projects, while also acknowledging its broader role as a public asset.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S 223RD ST
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Marina Zone
Waterfront Zone
Marina Zone acquired by Waterfront Zone November 2025
250 125 0 250
Scale In Feet
Marina and Waterfront Zone Identification
MarinaAndWaterfrontArea.mxd
Map Generated: Jan 22, 2026
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2. Why We're Investing in the Marina

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

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

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

3. Conditions Assessment – Des Moines Marina Assets

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

3.1 In-Water Facilities Summary

Pilings | *Rating: Fair*

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

Floatation Systems

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

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

Concrete Floats | *Rating: Fair to Good*

- Generally sound with minor spalling and delamination beginning.

Decking | *Rating: Fair to Good*

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

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

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

3.2 Covered Moorage Structures

Roof System | *Rating: Poor*

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

Steel Truss Joists | *Rating: Fair-Poor*

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

Metal Roofing | *Rating: Fair to Good*

- No major deterioration; routine fastener replacement.

3.3 Mechanical & Electrical Systems

Mechanical Systems | *Rating: Fair*

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

Electrical Systems | *Rating: Poor to Fair*

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

3.4 Breakwater & Bulkhead Protection

Rock Breakwater | *Rating: Good*

Steel Breakwater (Wing Wall) | *Rating: Excellent*

- Fully replaced 2021–2022.

Bulkhead (Seawall) | *Rating: Fair*

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

3.5 Fuel System

Fuel Dock | *Rating: Good*

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

Fuel Tanks & Delivery System | *Rating: Fair*

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

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

3.6 Landside Facilities

Harbormaster Building | *Rating: Poor to Fair*

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

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

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

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

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

3.7 Overall Condition Summary

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

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

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

These improvements ensure that:

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

4. Major CIP Projects Over Next 10 Years

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

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

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

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

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

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

Cost: ~$12.5M
Priority: Highest (asset protection - active project)

Scope/Description:

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

Benefits

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

Reason for Need:

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

Funding Strategy:

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

Revenue / Cost Impact:

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

4.2 Updated Tenant Restrooms & Visitor Amenities (2026)

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

Estimated Cost: $950k-$1.25M
Priority: Enhancement/Compliance Driven

Scope/Description:

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

Benefits

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

Reason for Need:

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

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

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

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

Estimated Cost: $26M-30M (seawall) + $1.5M (walkway)
Priority: Safety Critical / Asset Protection

What this means for users:

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

Benefits:

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

Reason for Need:

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

Funding Strategy:

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

- Grants for shoreline resiliency and public access improvements.

Revenue / Cost Impact:

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

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

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

Estimated Cost: $1M-3M
Priority: Enhancement/Compliance Driven

What this means for users:

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

Benefits

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

Reason for Need

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

Funding Strategy

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

Revenue/Cost Impact

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

5. How These Projects Are Being Funded

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

Primary Sources

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

Rate & Fee Adjustments

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

6. Funding Summary by Project

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

7. Timeline at a Glance

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

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

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

(Costs include estimated design, engineering and construction)

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

9. Outstanding Items Requiring Further Council Direction

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

9.1 Dry Stack Facility

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

9.2 Marina Floor – Long-Term Vision

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

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

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

9.3 Future Full Dock Replacement

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

10. Conclusion

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

Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX

Background & History

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

2007 Comprehensive Marina Master Plan

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

2019–2024 Updates

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

Recent Completed Projects (2022–2023)

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

Studies & Reports

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