

ORDINANCE NO. 1532

AN ORDINANCE OF THE CITY OF DES MOINES, WASHINGTON amending Ordinance No. 1528 adopting 2011 amendments to the Des Moines 2009 Comprehensive Plan and amending DMMC 18.84.090.

**WHEREAS**, the 1990 Growth Management Act is codified in RCW 36.70A and requires that each jurisdiction produce a Comprehensive Plan that contains, at a minimum, elements pertaining to land use, transportation, capital facilities, housing, and utilities, and

**WHEREAS**, the Des Moines Comprehensive Plan was adopted by the City Council on November 12, 2009 by enactment of Ordinance No. 1469, and

**WHEREAS**, there have been subsequent amendments to the Des Moines Comprehensive Plan, and

**WHEREAS**, each amendment of the Comprehensive Plan was processed in accordance with the requirements of the State Environmental Policy act and public hearings were conducted in accordance with law, and

**WHEREAS**, the Growth Management Act requires, among other things, that "cities ... take action to review and, if needed, revise their **comprehensive plans** and development regulations (*emphasis added*) to ensure the plan and regulations comply with the requirements of this chapter . . . Any amendment of or revision to development regulations shall be consistent with and implement the comprehensive plan," and

**WHEREAS**, the goals and policies for growth and the provision of services are guided by GMA requirements and are based in part upon state and regional goals, and reflect the vision and goals of elected officials, community advisory groups and citizens, and

**WHEREAS**, notice of the public hearing before the Planning Agency was given to the public in accordance with law and a public hearing was held on the 3rd day of October 2011, and all persons wishing to be heard were heard, and

**WHEREAS**, notice of the public hearing before the City Council was given to the public in accordance with law and a

public hearing was held on the 27th day of October, and all persons wishing to be heard were heard, and

**WHEREAS**, the Des Moines Planning, Building and Public Works Director acting as the SEPA responsible official issued a determination of nonsignificance (DNS) on the 16th day of September and the accompanying comment and appeal periods have lapsed, and

**WHEREAS**, proper and timely notice was given to the Washington State Department of Commerce of these amendments as required by RCW 36.70A, and

**WHEREAS**, the City Council took final action adopting Ordinance 1528 amending the Comprehensive Plan on December 1, 2011, and

**WHEREAS**, the City Council on December 8, 2011 voted to reconsider Ordinance 1528 at its next regularly scheduled meeting, and

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

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

**Sec. 1.** DMMC 18.84.090 and section 2 of Ordinance No. 1469, as amended by Section 1 of Ordinance No. 1499, as amended by Section 1 of Ordinance No. 1528 are amended to read as follows:

**Comprehensive Plan amendments.** The adopted Comprehensive Plan as identified in DMMC 18.84.010, which is on file with the City Clerk, is amended pursuant to the provisions in this title, as identified below.

- (1) Chapter 1: General Planning Element

(a) 2010 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1499.

(2) Chapter 2: Land Use Element

(a) 2010 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1499.

(b) 2011 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1528.

(c) 2011 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1532.

(3) Chapter 3: Transportation Element

(a) 2010 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1499.

(b) 2011 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1532.

(4) Chapter 4: Conservation Element

(a) 2010 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1499.

(5) Chapter 5: Capital Facilities,  
Utilities, and Public Services Element

(a) 2010 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1499.

(6) Chapter 6: Parks, Recreation, and Open Space Element

(a) 2010 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1499.

(b) 2011 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1532.

(7) Chapter 7: Housing Element

(a) 2010 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1499.

(b) 2011 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1532.

(8) Chapter 8: Community Character Element

(9) Chapter 9: North Central Neighborhood Element

(10) Chapter 10: Marina District Element

(a) 2010 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1499.

(11) Chapter 11: Pacific Ridge Element

(a) 2010 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1499.

(12) 2011 Amendment: Add a new chapter entitled "Chapter 12: Healthy Des Moines Element" as described in Exhibit "A" to Ordinance No. 1532.

(13) Appendix A: Des Moines Housing and Population Data

(14) Appendix B: City of Des Moines Buildable Lands Report (2002 - 2012) and Household Growth Targets (2002 - 2022)

(15) Appendix C: Proposed Comprehensive Plan Review Schedule

**Sec. 2. Severability - Construction.**

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

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

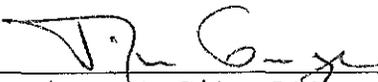
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**Sec. 3. Effective date.** This Ordinance shall take effect and be in full force five (5) days after its passage, approval, and publication in accordance with law.

**PASSED BY** the City Council of the City of Des Moines this 5th day of January, 2012 and signed in authentication thereof this 5th day of January, 2012.

  
MAYOR

APPROVED AS TO FORM:

  
Assistant City Attorney

ATTEST:

  
City Clerk

Published: January 10, 2012

LEGAL NOTICE  
SUMMARY OF ADOPTED ORDINANCE  
CITY OF DES MOINES

ORDINANCE NO. 1532, Adopted January 5, 2012.

DESCRIPTION OF MAIN POINTS OF THE ORDINANCE:

This ordinance amends Ordinance No. 1528 adopting 2011 amendments to the Des Moines 2009 Comprehensive Plan, and amends DMMC 18.84.090.

The full text of the ordinance will be mailed without cost upon request.

Sandy Paul, CMC  
City Clerk

Published: January 10, 2012



# CITY OF DES MOINES COMPREHENSIVE PLAN

## MAYOR

Bob Sheckler

## CITY COUNCIL

Dan Sherman, Mayor Pro Tem

Scott Thomasson

Ed Pina

Carmen Scott

Dave Kaplan

Susan White

## CITY MANAGER

Tony Piasecki

## PLANNING, BUILDING AND PUBLIC WORKS DEPARTMENT

Grant L. Fredricks, P.E., Director

Adopted November 12, 2009 by Ordinance No. 1469

Amended November 18, 2010 by Ordinance No. 1499

Amended December 1, 2011 by Ordinance No. 1528

Amended January 5, 2012 by Ordinance No. 1532

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### Comprehensive Plan Legislative History

Ordinance No. 1128	Adopting revisions to the Conservation Element	4/95
Ordinance No. 1131	Adopting a Housing Element	5/95
Ordinance No. 1160	Adopting the Comprehensive Plan	12/95
Ordinance No. 1176	Adding the Woodmont Redondo Community	12/96
Ordinance No. 1204	Mandates from the Hearings Board	12/97
Ordinance No. 1220	Mandates from the Hearings Board	10/98
Ordinance No. 1238	Map Changes	5/99
Ordinance No. 1265	Adopting the Pacific Ridge Neighborhood Element	7/00
Ordinance No. 1332	Amending the Parks Element	12/03
Ordinance No. 1376	Amending the City of Des Moines Comprehensive Plan	01/06
Ordinance No. 1425	Amending the land use map and Environmental Element	01/08
Ordinance No. 1469	Amending the land use map and Chapter 2 Land Use Element, Chapter 3 Transportation Element, Chapter 5 Capital Facilities Element, Chapter 6 Parks, Recreation and Open Space Element, Chapter 10 Downtown Element and Chapter 11 Pacific Ridge Element	11/09
Ordinance No. 1499	Amending Chapter 1 General Planning Element, Chapter 2 Land Use Element, Chapter 3 Transportation Element, Chapter 4 Conservation Element, Chapter 5 Capital Facilities Element, Chapter 6 Parks, Recreation and Open Space Element, Chapter 7 Housing Element, Chapter 10 Marina District Element and Chapter 11 Pacific Ridge Element	11/10
Ordinance No. 1528	Amending the land use map and Chapter 2 Land Use Element	12/11
Ordinance No. 1532	Amending Ordinance No. 1528, thereby amending Chapter 2 Land Use Element, Chapter 3 Transportation Element, Chapter 6 Parks, Recreation and Open Space Element, and Chapter 7 Housing Element, and adding a new element entitled "Chapter 12 Healthy Des Moines Element"	01/12

**Chapter 12: Healthy Des Moines Element ..... 12-1**  
*12-01 Goals..... 12-1*  
*12-02 Background and Context..... 12-1*  
*12-03 Policies..... 12-2*  
*12-04 Strategies..... 12-2*

## CHAPTER 2: LAND USE ELEMENT

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### **2-01**      **GOALS**

**2-01-01**      Preserve and enhance the diverse residential neighborhoods of the community and serve them with vibrant business districts, open space, recreational facilities, affordable housing, and other supportive land uses; protect environmentally critical areas, and promote economic development.

**2-01-02**      Remove physical and regulatory barriers to healthy food access in support of improved nutritional eating, reduced incidence of hunger and increased opportunities for physical activity.

### **2-02**      **BACKGROUND AND CONTEXT**

**2-02-01**      The City of Des Moines is highly developed and has well-established patterns of land use. The City is predominantly developed as a single family residential community, with multifamily and commercial development located in the Marina District, and along Pacific Highway, Interstate-5, and arterial streets, such as Kent-Des Moines Road.

**2-02-02**      The City of Des Moines currently has a diversity of housing types. Slightly more than half of the housing units are single family. Apartments, condominiums, retirement homes, mobile homes and group homes comprise slightly less than half of the housing units. Details of population and housing types in the City of Des Moines are provided in Appendix A.

**2-02-03**      The City of Des Moines has more than adequate capacity to meet its GMA residential growth target. The City also has surplus capacity for jobs over its GMA target. Details of the residential, commercial, and industrial land capacity, as well as housing densities and targets are provided in Appendix B.

**02-02-04**      Generally, the City of Des Moines meets the residential density requirement of 4 units per acre by neighborhood.

**2-02-05**      Much of the area that has developed as single family has a mixture of single family zone classifications.

**2-02-06**      The City of Des Moines Zoning Map, as authorized by chapter 18.06 DMMC, serves as the City's official zoning map.

**2-02-07** The policies and strategies listed in this section are meant to promote land use decisions and zoning to create future development opportunities in suitable locations for the next 20 years. The policies and strategies are based on land use assumptions developed with the most current Washington State Office of Financial Management (OFM) housing and population data, shown in Appendix A, and the City of Des Moines Buildable Lands Report and current growth targets, shown in Appendix B. The amount of developed, underdeveloped and vacant land within the City of Des Moines is also reported in Appendix B.

**2-02-08** Goals, policies and strategies relating to land use, food access and the transportation system have been shown to influence the health of our local economy as well as the health of our citizens. The City of Des Moines supports land use arrangements and mixes that promote complete communities with access to employment, shopping and leisure activities in a safe, inviting, and walkable environment.

the City of Des Moines Zoning Map as the official zoning map. Undertake all planning activities to implement and support the designated land use pattern.

**2-03-13** Recognize that the existence of concomitant agreements, contract rezones, development agreements and similar restrictions may limit the degree to which properties may be developed. Such restrictions established by the City shall be given substantial weight during consideration of requested amendments.

**2-03-14** Work with Highline Community College to establish an Institutional Campus land use designation and overlay zone that supports the uses, services and operations, and facilitates the redevelopment plans as established in their College Master Plan.

**2-03-15**      **Healthy Community**

- (1) Support fresh food distribution through farmers markets, urban farm stands, urban agriculture, community gardens and Community Supported Agriculture programs.
- (2) Encourage mixed-use, pedestrian, and transit-oriented development along major transit corridors and near transit nodes to enable residents to be physically active through daily activity, such as walking to school, work, and shopping.
- (3) Support concentrations of neighborhood, community, and retail amenities and services in close proximity to residential neighborhoods.

**2-04-10** Seek to abate existing incompatible uses in all neighborhoods when such abatement is consistent with public health, safety and welfare.

**2-04-11** Negotiate with Sound Transit and the Cities of Kent, SeaTac and Federal Way on the extension of light rail through Des Moines.

**2-04-12** Prepare a subarea plan/s, prepare zoning amendments and prepare design guidelines for the light rail station areas to be located within the South Des Moines and Woodmont Neighborhoods, considering the joint planning with the City of Kent on the Midway area.

**2-04-13** Permit home occupations in residential neighborhoods if they comply with standards that ensure compatibility with the neighborhood as defined by DMMC and state law.

**2-04-14** Allow lot averaging in residential zones as regulated by the DMMC and state law.

**2-04-15** Recognize the need for public and quasi-public facilities (parks, schools, churches, day care facilities) which play an important role in maintaining viable neighborhoods. Provide standards for these uses to ensure compatibility with neighborhoods. )

**2-04-16** Require that new development maintain and enhance on-site open spaces, and provide on-site recreation facilities in new subdivisions and multifamily developments or pay appropriate in-lieu fees as required by the DMMC.

**2-04-17** Seek to minimize negative impacts of new development on neighborhoods by providing uniform standards at the interface of incompatible land uses which address, but are not limited to, the following: site access and circulation; structure height, bulk, and scale; preservation of views; separation of buildings; landscaping; density; and noise buffering.

**2-04-18** Establish standards for new development to provide on- and off-site roadways, utilities and other public facilities as necessary to serve the additional demand generated by the development.

**2-04-19** **Healthy Community**

- (1) Consider development regulations that allow farmers markets, urban farm stands, Community Supported Agriculture distribution locations and community gardens as permitted uses and provide for the on-site sale and delivery of healthy food and beverages.
- (2) Support joint-use agreements for potential sites, such as publicly-owned, school or church properties, to allow community gardens and operation of mini farmers markets, farm stands or Community Supported Agriculture distribution to increase access to fresh produce.

**DISCUSSION:**

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

**CROSS REFERENCE:**

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

**3-04            POLICIES**

**3-04-01        Transportation and Land Use**

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

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

**3-04-02 Street System**

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

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

#### **3-04-03 Concurrency**

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

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

#### **3-04-04 Public Transit**

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

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

#### **3-04-05 Pedestrian and Bicycle Facilities**

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

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

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

- (11) Require new development to dedicate and improve abutting right-of-way as necessary to meet street design and construction standards. (CTP TR 2.12)
- (12) Consolidate access to properties along principal, minor, and collector arterials, where practical, to maximize the capacity of the street and reduce potential safety conflicts. (CTP TR 2.13)
- (13) Use Intelligent Transportation System (ITS) strategies to optimize the existing street network. (CTP TR 2.14)
- (14) Conduct public meetings and hearings prior to and during the design of major transportation facilities, to inform the public and to gather public input.
- (15) Coordinate the construction of roadways and utilities to avoid the need for road repairs resulting from utility construction after road construction.
- (16) Prepare and maintain a database and inventory of transportation system assets including pavement, traffic signals, street lighting, traffic signs, pavement markings, channelization, guardrails and other system devices.
- (17) Coordinate with other agencies to encourage and facilitate the construction of State Route 509 to Interstate 5.
- (18) Develop multimodal LOS standards as a way to measure and select transportation projects by mode during the next CTP update.

**3-05-03                      Concurrency**

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

**3-05-04                      Public Transit**

- (1) Encourage King County Metro and Sound Transit to expand the number of transit routes serving Des Moines and to increase the frequency and span of service on existing routes. (CTP TR 4.2)

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

**3-05-08 Environmental**

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

**3-05-09 Transportation Strategies for Sustainability**

- (1) Work with employers to provide commute trip reduction (CTR) measures in the work place that promote alternatives to driving alone. Encourage businesses to minimize peak hour commuting through the use of strategies such as flextime and telecommuting. *(CTP TR 9.2)*
- (2) Encourage new commercial development to implement measures that promote greater use of transit, carpools, van pools, and bicycles, and increase opportunities for physical activity. *(CTP TR 9.3)*
- (3) Coordinate and optimize traffic signal systems to minimize delay and congestion, and maximize the use of existing transportation system capacity.

**3-06 CONCLUSION**

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

**3-07 FIGURES**

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

- (3) Establish maintenance service programs that encourage sustainability to: protect natural resources, reduce waste and recycle resources, minimize dependence on water and fertilizers, and include integrated pest management.
- (4) Develop and maintain the appropriate park rules and regulations that serve the continuing need to ensure access, safety, law enforcement, environmental protection and protection of park sites and recreational resources as public assets.

**6-03-07 Economic Development**

- (1) Identify and increase opportunities for public access to the public shoreline of Puget Sound and the number and variety of recreational opportunities provided at waterfront parks and the Marina.
- (2) Identify and participate in growth management related public services fees, Hotel/Motel tax and tourist related revenues and/or voted levy assessments in order to fund projects that are identified by the public as needed. Both public and private revenue sources will be employed to achieve a balance of equity and cost to the taxpayer through increased private and non-profit participation in recreation service activity.
- (3) Identify alternative funding programs administered by local, state and federal agencies or other public or private sources which are in the form of grants, loans or other funding mechanism.
- (4) Make pedestrian-friendly improvements to downtown, Pacific Ridge, Midway, East Woodmont and Redondo for all citizens regardless of ability. Enhance business district rights-of-way with enhanced landscaping, way finding directional signs, and pedestrian pathways and areas in a manner that encourages pedestrian interaction between neighborhoods, recreation facilities, schools, business areas, waterfront parks, and the Marina and transportation links.

**6-03-08 Healthy Community**

- (1) Provide fresh food and beverage options in City-sponsored meetings and recreational programs to promote healthy eating habits.
- (2) Identify City park lands as possible locations for community gardens, fruit/vegetable stands, mini farmers markets, and Community Supported Agricultural (CSA) distribution sites to improve access to fresh food.
- (3) Support joint-use agreements for publicly-owned property, schools or church properties, to increase opportunities for active living.

**7-03-08** Allow the siting of mobile/manufactured homes within mobile home parks when all applicable regulations can be satisfied.

**7-03-09** Accessory living quarters can provide low-cost housing opportunities when potential adverse impacts can be mitigated satisfactorily.

**7-03-10** Continue to require on-site recreation areas within new single family subdivisions and multifamily developments.

**7-03-11** Continue to allow home occupations as specified by the DMMC.

**7-03-12** To take advantage of financial incentives that may be available from the federal government, the City of Des Moines targets the development of housing affordable to households with incomes no greater than 80% of the King County Area Median income, adjusted for family size, to mixed use zones along Pacific Highway South within the South Des Moines Neighborhood.

#### **7-04** **STRATEGIES**

**7-04-01** Work cooperatively with other King County cities/agencies to address regional housing issues.

**7-04-02** Evaluate the formation of a South County organization such as ARCH (A Regional Coalition for Housing) to address housing and other social service issues related to housing.

**7-04-03** Assist social service organizations that provide housing for low income and special needs populations, operate emergency shelters, or provide other housing-related services available to Des Moines residents.

**7-04-04** Review the appropriateness of techniques for providing housing affordable to all income groups, such as regional, state and federal housing programs, housing trust fund, inclusionary zoning, development incentives, fee waivers, fast-track processing or assistance to housing agencies.

**7-04-05** Continue to implement the residential policies of the Land Use Element regarding dispersion of housing types, unit mix, future population, etc.

**7-04-06** Protect existing and planned residential areas from unmitigated adverse impacts that may be generated by nearby incompatible land uses or transportation facilities or activities.

**7-04-07** Coordinate with neighborhood-based groups and other organizations to promote preservation and rehabilitation of existing residential areas.

**7-04-08** Ensure that the Port of Seattle (POS) and the Federal Aviation Administration (FAA) mitigate the impacts of environmental noise upon Des Moines' residential areas.

## CHAPTER 12: HEALTHY DES MOINES ELEMENT

### 12-01 GOALS

**12-01-01.** Participate in the Healthy Highline Communities Coalition to coordinate with surrounding communities to improve access to physical activity and healthy foods, and facilitate the long-term implementation of the Healthy Des Moines Initiative.

**12-01-02.** Develop public, private and non-profit partnerships to support the goals of and sustain the Healthy Des Moines Initiative.

### 12-02 BACKGROUND AND CONTEXT

In the past decade, there has been an overall increase of obesity and chronic diseases in King County. Data show that people living in South King County bear a disproportionate burden of poor health and poverty compared to other parts of the County.<sup>1</sup>

In 2010, the City of Des Moines partnered with Public Health Seattle and King County; the cities of Burien, SeaTac and Normandy Park; and the Highline School District, to form the Healthy Highline Communities Coalition (HHCC). The HHCC is working to coordinate healthy resources available in our communities and to help our citizens take the necessary steps to become healthier by consuming more nutritious foods and engaging in more physical activity.

#### 12-02-02 Des Moines' Healthy Community Gaps

Poor nutrition and lack of physical activity are primary risk factors for obesity and chronic diseases like diabetes, heart disease and certain cancers. While people's health is influenced by personal decisions, it is also shaped by how our community is designed and built, such as land use, the transportation systems, and the location of parks, recreation facilities, public buildings, and other services. National research has shown that in communities where healthy food options like fresh fruits and vegetables are available, residents have better diets and lower rates of obesity and diet-related chronic disease. Similarly, people tend to be more active when they can easily access key destinations such as parks, schools, workplaces, and shops by walking and biking.

Assessment data show that Des Moines has an "unbalanced food environment" – that is, there are far more opportunities to buy junk food and fast food than "healthy food." From a public health perspective, this means that Des Moines residents have a higher exposure to unhealthy foods than to nutritious foods.<sup>2</sup> In addition, there are low income areas that are not within reasonable walking distance (i.e., > one-half mile) of a grocery store or market that provides fresh food.

A current conditions assessment for Safe Routes to School near Des Moines' elementary schools (Midway, Des Moines, North Hill, Woodmont, and Parkside) shows that some improvements

<sup>1</sup>Public Health – Seattle & King County website, Burien/Des Moines Health Planning Area data and maps available at: <http://www.kingcounty.gov/healthservices/health/partnerships/cppw/kcprofile.aspx> (last accessed 8/22/11)

<sup>2</sup>Martin, Kara E., et al., *The Food Landscape in Des Moines, Washington*. September 2011.

along the roadside, such as sidewalks or even widened shoulders are needed to make it easier and more comfortable for children and their families to safely walk and bike to school.<sup>3</sup>

### **12-02-03    Bridging the Gaps through Policy, Systems and Environment Changes**

The City of Des Moines' policies relating to land use, food access and the transportation system have a strong influence on people's lifestyles and in promoting a healthy community. Goals, policies and strategies within the Healthy Des Moines Element as well as those within Chapter 2 – Land Use Element, Chapter 3 – Transportation Element, and Chapter 6 – Parks, Recreation, and Open Space Element provide a framework and identify the actions for making the necessary changes to build a healthy, vibrant Des Moines that fosters an environment for healthy eating and active living within our community.

### **12-03        POLICIES**

**12-03-01**        Support policy, systems, and environmental changes that result in increased access to healthy foods, with an emphasis on school-age children.

**12-03-02**        Provide healthy food and beverages in City-sponsored meetings and programs and at City facilities to promote balanced food choices.

**12-03-03**        Continue to support the Des Moines Food Bank, Farmers Market and other organizations that help provide food assistance to low-income residents so that all families, seniors, schools, and community-based organizations are able to access, purchase, and increase intake of fresh fruits, vegetables, and other non-processed food.

### **12-04        STRATEGIES**

**12-04-01**        Adopt a Healthy Food Resolution and create a long-term action plan.

**12-04-02**        Implement nutritional standards and healthy food procurement policies in City owned and operated facilities and across departments.

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<sup>3</sup> SvR Design Company and Alta Planning and Design, *Safe Routes to School Project Lists/Communities Putting Prevention to Work* August 2011.