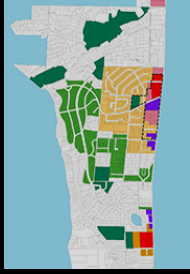


City of Normandy Park

Comprehensive Plan



NORMANDY
PARK



CITY OF
NORMANDY PARK
WASHINGTON

January 2016

**CITY OF NORMANDY PARK
ORDINANCE NO. 934**

AN ORDINANCE OF THE CITY OF NORMANDY PARK, WASHINGTON, ADOPTING THE JANUARY 2016 CITY OF NORMANDY PARK COMPREHENSIVE PLAN; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City of Normandy Park Comprehensive Plan was last updated in 2004; and

WHEREAS, pursuant to RCW 36.70A.130(4), the City is required to periodically complete an update of its Comprehensive Plan; and

WHEREAS, in order to meet the requirements of RCW 36.70A.130(4), the City began its Comprehensive Plan update process in 2014 with a citizen survey in order to understand the priorities and preferences of the community; and

WHEREAS, during 2014 and 2015, the City conducted open houses, an additional citizen survey, and community workshops in order to get additional public input into the Comprehensive Plan update; and

WHEREAS, the Normandy Park Planning Commission held a series of public meetings and public workshops in order to develop the Comprehensive Plan update, culminating in a public hearing on a draft Comprehensive Plan on November 15, 2015; and

WHEREAS, after the public hearing was completed and all public testimony was completed, the Normandy Park Planning Commission deliberated concerning the Comprehensive Plan update and made a recommendation to the Normandy Park City Council to adopt the Comprehensive Plan; and

WHEREAS, the Normandy Park City Council also held public meetings on the Comprehensive Plan, beginning with a joint meeting of the City Council and the Planning Commission in March 2015 to establish the work plan for the update of the Comprehensive Plan, and continuing throughout the remainder of 2015 with meetings to adopt an Annotated Policy Framework and a schedule for adoption; and

WHEREAS, a Determination of Non-Significance (DNS) under the State Environmental Policy Act (SEPA) has been issued for the Comprehensive Plan by the City's SEPA Responsible official; and

WHEREAS, the Normandy Park City Council has considered the recommendation of the Normandy Park Planning Commission, the DNS issued by the SEPA Responsible Official, and the policy preferences voiced by the community and has determined after such consideration to adopt the January 2016 Comprehensive Plan as provided herein.

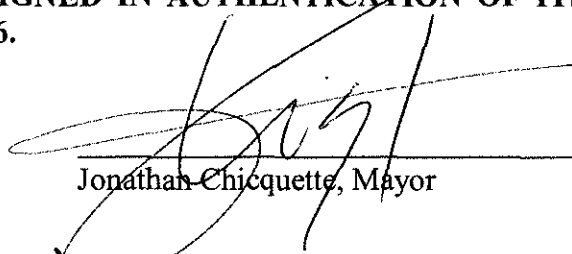
NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NORMANDY PARK, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. January 2016 Comprehensive Plan Adopted. The January 2016 City of Normandy Park Comprehensive Plan, in the form on file with the Normandy Park City Clerk as of the date of this ordinance, is hereby adopted as the City of Normandy Park's Comprehensive Plan. The January 2016 City of Normandy Park Comprehensive Plan supersedes and completely replaces the 2004 City of Normandy Park Comprehensive Plan and all previous comprehensive plans and updates thereto adopted by the City.

Section 2. Severability. If any section, sentence, clause or phrase of this Ordinance or the January 2016 Comprehensive Plan adopted by this Ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance of the January 2016 Comprehensive Plan.

Section 3. Effective Date. This Ordinance shall become effective five days following its passage and publication of this ordinance or a summary thereof.

PASSED BY THE CITY COUNCIL OF THE CITY OF NORMANDY PARK THIS 26th DAY OF JANUARY, 2016 AND SIGNED IN AUTHENTICATION OF ITS PASSAGE THIS 26th DAY OF JANUARY, 2016.

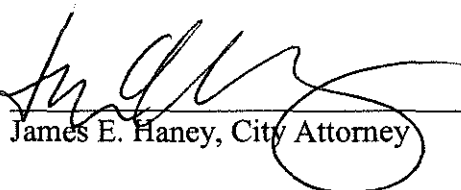


 Jonathan Chicquette, Mayor

Attest: 

 Debbie Burke, City Clerk

APPROVED AS TO FORM:



 James E. Haney, City Attorney

<u>Vote</u>	Osterman	Bishoff	Chicquette	Waters	Sipes-Marvin	Munslow	Rankin
Ayes:	✓		✓	✓	✓		
Nays:						✓	✓
Abstentions:							
Absent:		✓					

PUBLISHED: February 5, 2016
 EFFECTIVE: February 10, 2016

Mayor

Jonathan Chicquette

City Council

Mike Bishoff, Mayor Pro-tem
Doug Osterman
Kathleen Waters
Michelle Sipes-Marvin
Tom Munslow
John Rankin

City Manager

Mark Hoppen

Planning Commission

Pat Presentin, Chair
Clayton Brunt, Vice Chair
Maira Bradshaw
John Kane
Tim Sorensen
Earnest Thompson
Ryan Weller

Community Development

Amanda Leon, CD Director
David Nemens, Principal Planner

Adopted January 26, 2016 by Ordinance No. 934

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Introduction

As mandated by Washington State's Growth Management Act (GMA), the City of Normandy Park is updating its 2004 comprehensive plan. This revises policies from that plan, includes new policies informed by community input, and incorporates policy direction from other plans and documents adopted since the 2004 update. In addition, this plan incorporates a new parks and recreation element referencing the City's parks plan, and provides an environmental element incorporating policies from the City's Shoreline Management Plan (SMP) and Critical Areas Ordinance (CAO). This plan has been created to integrate State Environmental Policy Act (SEPA) requirements, with specific documentation related to environmental impacts available from the City. This plan also satisfies GMA requirements for mandatory elements found in RCW 36.70A.070, covering both the scope and content indicated in the code, and reflects review of King County's Countywide Planning Policies. It is provided to address the growth and maintenance of the City over the next 20 years.

As with all plans, this document is only a start. The City and the community at-large must begin and maintain its implementation, including budgeting and initiating necessary investments; adopting new regulations as may be necessary; and developing more detailed departmental, area or topic-specific plans to carry Normandy Park's long-term vision forward.

Background

History

The City of Normandy Park was incorporated in 1953 and adopted its first comprehensive plan in 1957. This update represents the fifth significant update of the city's comprehensive plan over the

last 58 years. Previous updates occurred in 1979, 1987, 1995 and 2004. Other significant plans undertaken by the City include the 2004 1st Avenue South Economic Redevelopment Plan; the 2004 Design Guidelines for 1st Avenue South; the 2012 Manhattan Village Subarea Plan and EIS; the 2010 Parks & Recreation Plan; and the 2014 Shoreline Management Plan.

Approach & Process



Figure 1.01 – A July 2015 questionnaire helped affirm existing policies and suggest new ones for this update.

As with previous updates of the Normandy Park Comprehensive Plan, the City began the process by examining the core of policies from the existing plan that best represent the desires and goals of the community, updating them based on public feedback, fresh data, analysis and state requirements, and review by the Planning Commission and City Council. This plan's underlying vision - and most of the previous plan's goals and policies, remains consistent with the previous plan.

Considerable efforts were made to encourage public participation during the development of this update. From March through December 2015, the city held multiple public meetings to identify, formulate and approve the changes included in this update. A preliminary on-line community survey was completed in November 2014, with a follow-up survey conducted in July and August 2015. The City's Planning Commission held multiple public meetings, including public hearings, on the proposed changes. The City Council then held deliberations on the update, adopting the final version in January 2016. In addition, some changes in the policy framework reflect objectives regarding the Manhattan Village and 1st Avenue South corridor, developed during an extensive public process creating the 2012 Manhattan Village Subarea Plan.

Use

As an update, this plan is based on an existing direction and set of policies that residents have supported for decades. It offers a platform for reinforcing the positive aspects of the City while striving to overcome barriers to success, balancing the need to encourage growth and investment with the need to sustain and enhance qualities residents already cherish.

For purposes of this plan, the terms "Goals", "Policy", and "Action" are defined as:

- Goal - Broad statements indicating a general aim or purpose to be achieved. A goal is a direction setter. It is an

ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning and implementation measures are directed. A goal is a general expression of community values and, therefore, is abstract in nature. Consequently, a goal is generally not quantifiable, time-dependent, or suggestive of specific actions for its achievement.

- Policy - A policy is a topic-specific statement providing guidelines for current and future decision-making. It indicates a clear commitment of the local legislative body. A policy is an extension of a plan's goals, reflecting topical nuance as well as an assessment of conditions.
- Action - Actions are budgetable steps envisioned or undertaken to effectuate plan policy. Actions may include the development of more detailed and localized plans, work to implement policies, formal agreements, regulations or other strategies necessary to realize community goals.

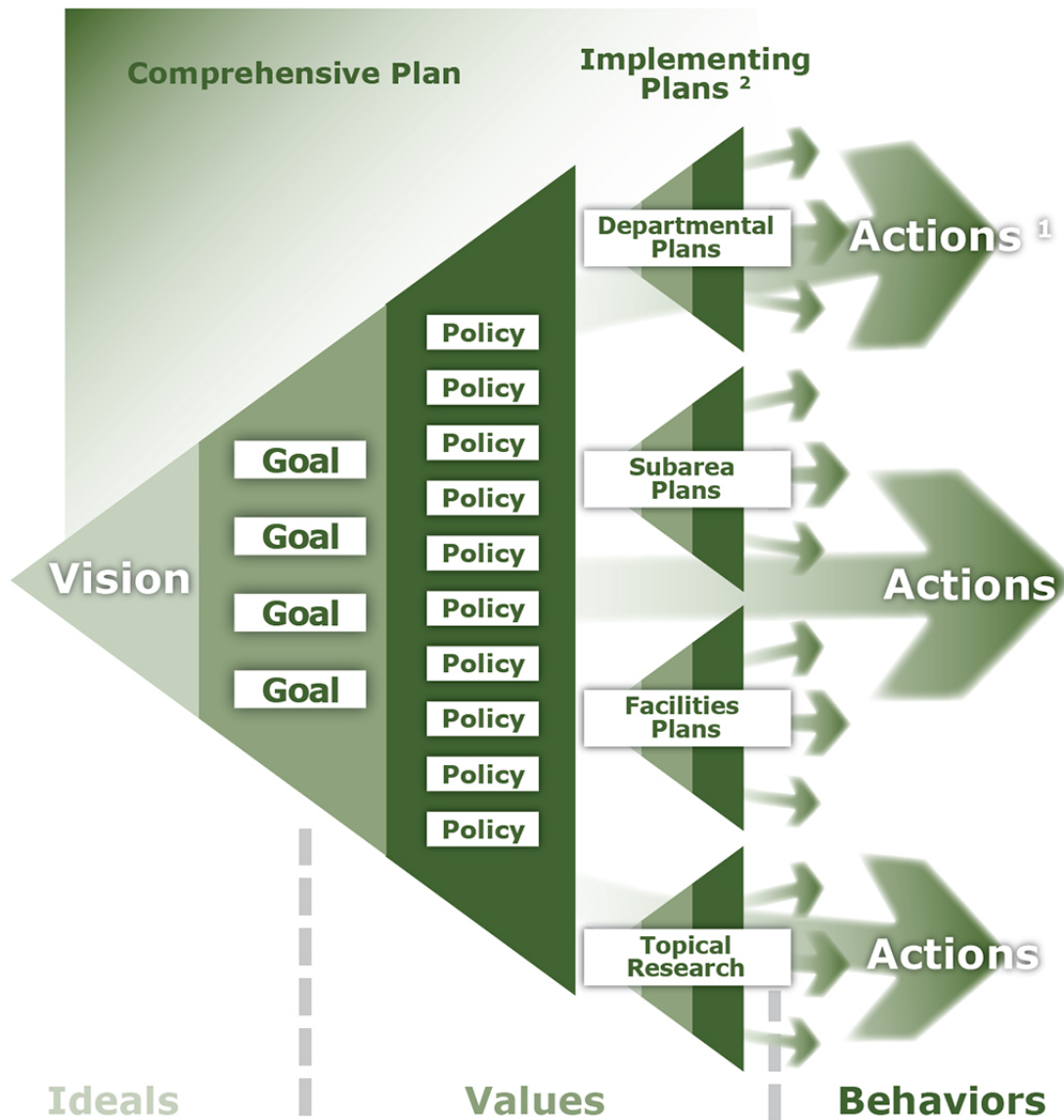
A diagram to help illustrate the relationship between planning "vision," goals, policies and actions is presented in Figure 1.02.

To achieve full consistency with the Growth Management Act (GMA) and maintain the type of progress the community envisions, this plan must be seen as an ongoing venture, consulted and acted upon on a near-daily basis. This plan should be reviewed for potential amendments annually, prior to the completion of the City's budgeting process. This will assure that the six-year Capital Facilities Plan (CFP) remains on course with City priorities and financing strategies. For more on how the City may wish to use the plan, see the Implementation chapter.

Organization

In addition to this chapter, this plan contains a number of components, including:

- Land Use Element – This updated element describes the various land use conditions in Normandy Park and includes the Future Land Use Map, which describes use patterns and shows how those patterns are intended to change over time.
- Housing Element – This updated element describes demographic and housing conditions in Normandy Park, setting the stage for a policy framework to address future needs.
- Transportation Element – This element articulates conditions related to streets roadways and non-motorized routes in Normandy Park, describing needs and future objectives supported in transportation policy.



¹ Actions include programs, capital investments, regulations, etc.

² Examples only. Implementing plans may include a wide variety of plan types

Figure 1.02 – Planning diagram, vision to action.

- Capital Facilities & Utilities Element – This element updates and combines the previous plan’s Capital Facilities and Utilities elements, referencing the City’s most current and up-to-date Capital Facilities Plan (CFP).
- Parks & Recreation Element – This new element is provided to aid coordination of parks-related objectives with other community objectives, and is derived from and references the 2010 parks plan.
- Environmental Element – As with the parks element, this new component is provided to coordinate environmental

policy with other City objectives, and incorporates (largely by reference) the City's Shoreline Master Program (SMP) and Critical Areas Ordinance (CAO).

- Implementation Chapter – This component lists various program and action items intended to carry policy forward, suggesting time-frames and agencies that may help set the plan into motion - and keep progress measurable and consistent.
- Appendices – The appendices present information relevant to this comprehensive plan, as well as information useful in interpreting policy and plan language.

Each element (excluding this chapter, the Implementation Chapter and the Appendices) includes a set of related goals and policies from the entire goal and policy framework. These are numbered sequentially without consideration to relative importance, using categorical abbreviations as follows:

G.01-LU or **P.01-LU** - indicates a Goal or Policy, respectively;
and

G.01-LU - indicates the item number, in sequence;
and

G.01-LU – indicates closest association with **Land Use**

HO – indicates closest association with **Housing**

XP – indicates closest association with **Transportation**

CF – indicates closest association with **Capital Facilities**

PR – indicates closest association with **Parks & Recreation**

EV – indicates closest association with **Environment**

Vision Statement

The purpose of the following vision statement is to define, in a summary fashion, characteristics of the community that residents wish to maintain – as well as any additional characteristics they would like to attain over the next twenty years. The goals, policies and actions found throughout the plan originate from this statement, providing topical, directive guidance on how the vision may be maintained and/or realized.

"Nestled in a forest that rises from the waters of Puget Sound, Normandy Park is a testament to the ideals of safe and stable residential neighborhoods and the integration of the natural environment into the everyday lives of residents.

The residential character of Normandy Park, coupled with surrounding open spaces and environmentally-sensitive areas are major components of the city's character, and it is essential that they be preserved.

Regarding the built environment, residents envision a future much like today, with low-density housing typical in most areas. Based on existing patterns, a higher-density, mixed-use environment is envisioned along 1st Avenue South - supporting walkable access to services, a more vital, fiscally-balanced economy, and attractive, affordable housing options for the community's increasingly diverse needs.

Regarding open space and natural areas, residents support the preservation of the city's forested, park-like character. Enhancement of the city's shorelines, streams and critical areas is also a priority, improving the beauty and biodiversity of such areas, including salmon runs.

Whether traveling for work, for daily needs or for recreation, citizens envision being able to move about easily and enjoyably using a well-maintained network of roads, streets and trails designed appropriately for each service area, as well as for transit.

Together, the citizens of Normandy Park pledge to work towards a future that preserves the city's safe, healthy, scenic and slow-paced character, while enhancing its natural environment, economic vitality, and overall quality of life."

As a broad-brush overview of what residents of Normandy Park wish to achieve, the vision statement underpins a policy framework that, in terms of overall objectives:

- Celebrates the community's proximity, access and visual relationship to Puget Sound
- Preserves and promotes safe, healthy, quiet and secure residential neighborhoods
- Honors the city's existing low-density, forested character
- Establishes and preserves natural open spaces and environmentally-sensitive areas
- Enhances the water quality and habitat value of local streams and shorelines
- Protects identified critical areas
- Promotes the ongoing development of "neighborhood commercial centers" along 1st Avenue South, providing needed in-town services and a variety of compatible housing options
- Supports cost-effective management of facilities, transportation systems and services
- Promotes long-term economic and fiscal sustainability for the City.

The complete policy framework, presented within in each of the plan's elements, is intended to help the community achieve its long-term vision.



Introduction

Purpose of Element

This Land Use Element represents Normandy Park's policy plan for growth and maintenance of the physical character of the city over the next 20 years. This element describes how the goals in other plan elements will be implemented through land use policies and regulations, and is a key element in implementing the comprehensive plan.

The Land Use Element has also been developed in accordance with King County Countywide Planning Policies (CPP) regarding land use and integrated with all other plan elements to insure consistency throughout the comprehensive plan. The Land Use Element specifically considers the general distribution and location of land use and the appropriate intensity and density of land uses given the goals and objectives the community hopes to achieve. Other factors, including private covenants, may also influence development and use of property.

Urban Growth Area

The City of Normandy Park lies in Southwest King County, west of the Seattle-Tacoma International Airport.¹ The boundaries of Normandy Park are defined by the waters of Puget Sound on the west, 1st Avenue South to the east, the City of Des Moines to the southeast, and the City of Burien to the north. The Normandy Park UGA coincides with the existing City limits and includes no potential annexation areas.

Although not declaring any potential annexation areas, the City has a responsibility to exercise its influence to protect its residents from potential impacts of land use and development activities in

¹ See Figure 2.01.

surrounding jurisdictions. For example, a number of watersheds empty into the Puget Sound through streambeds within or adjacent to City limits, so activities extending well beyond City limits could influence water quality within Normandy Park. Similarly, planning for transportation corridors or substantial growth close to the City would likely impact in-city conditions.

Typically, activities in surrounding jurisdictions that could result in significant increases in surface water run-off, air or water pollution, noise, traffic or other degradation of conditions in Normandy Park trigger notification under the State Environmental Policy Act (SEPA) or RCW 36.70B, offering the City the opportunity for review and comment. In addition, policies in this plan support the

monitoring of such activities by the City, whether triggered by SEPA notification or in advance of such notice.

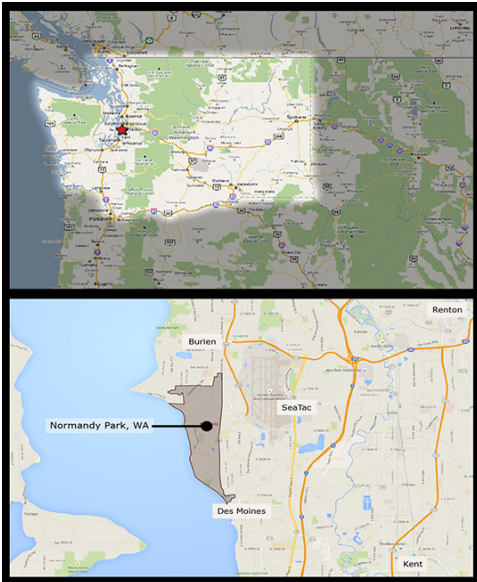


Figure 2.01 - Normandy Park's location, regional and local context.

Inventory & Analysis

Topography & Critical Areas

Normandy Park's topography is similar to other receding coastline areas in the Puget Sound region. The shoreline has steep high banks except where small creeks and streams have created low bank deltas with steep wooded ravines. Inland, the land slopes gently towards the Sound and is interrupted by the Arrow Lake Basin as well as various forested wetlands at the sources and along the banks of the streams that traverse the city.

In accordance with the Washington State Growth Management Act (GMA), Normandy Park's land use planning and regulatory effort recognizes that there are areas that are unsuitable for building and areas that provide valuable natural resources that should be protected from development. In 2009, the City completed and adopted a set of Critical Areas Development Regulations, which classify such features and protect them from damage due to development or land use activities.² Work commissioned in 2015 produced a "Sensitive Areas Map," reproduced here as Figure 2.02, which illustrates the various critical areas in Normandy Park as a single exhibit. A detailed description of each of the following feature types is contained in the Environmental Element:

- Streams
- Flood Hazard Areas

² Chapter 18.36, Critical Areas Development Regulations, Normandy Park Municipal Code.

- Erosion & Landslide Hazards
- Seismic Hazards
- Wetlands
- Aquifer & Ground Water Protection
- Fish & Wildlife Habitat Conservation Areas.

Surface Water Management

The area within which surface water drains to a particular body of water is known as a drainage basin. Normandy Park encompasses parts of five drainage basins within its corporate limits. These drainage basins are named for the body of water into which the surface water from that area runs. These five basins are Normandy Creek, Lower Puget Sound, Miller Creek, Walker Creek, and Des Moines Creek.

Within each drainage basin, land use plays an important role in how much and how fast surface water drains from the land into the streams and wetlands. As land is developed with roads, buildings and other impervious surfaces, it loses its ability to absorb rain and snow run-off. As developed lands lose their ability to absorb water, it becomes necessary to intervene and create artificial drainage systems to prevent flooding of those areas that receive the run-off from developed areas.

Current Municipal Code lays out general requirements for stormwater management and adopts the 2005 Stormwater Management Manual for Western Washington as its primary design manual. Additional information about the City's work to address stormwater, and regarding its 2011 Stormwater Management Plan is contained in the Environmental Element.

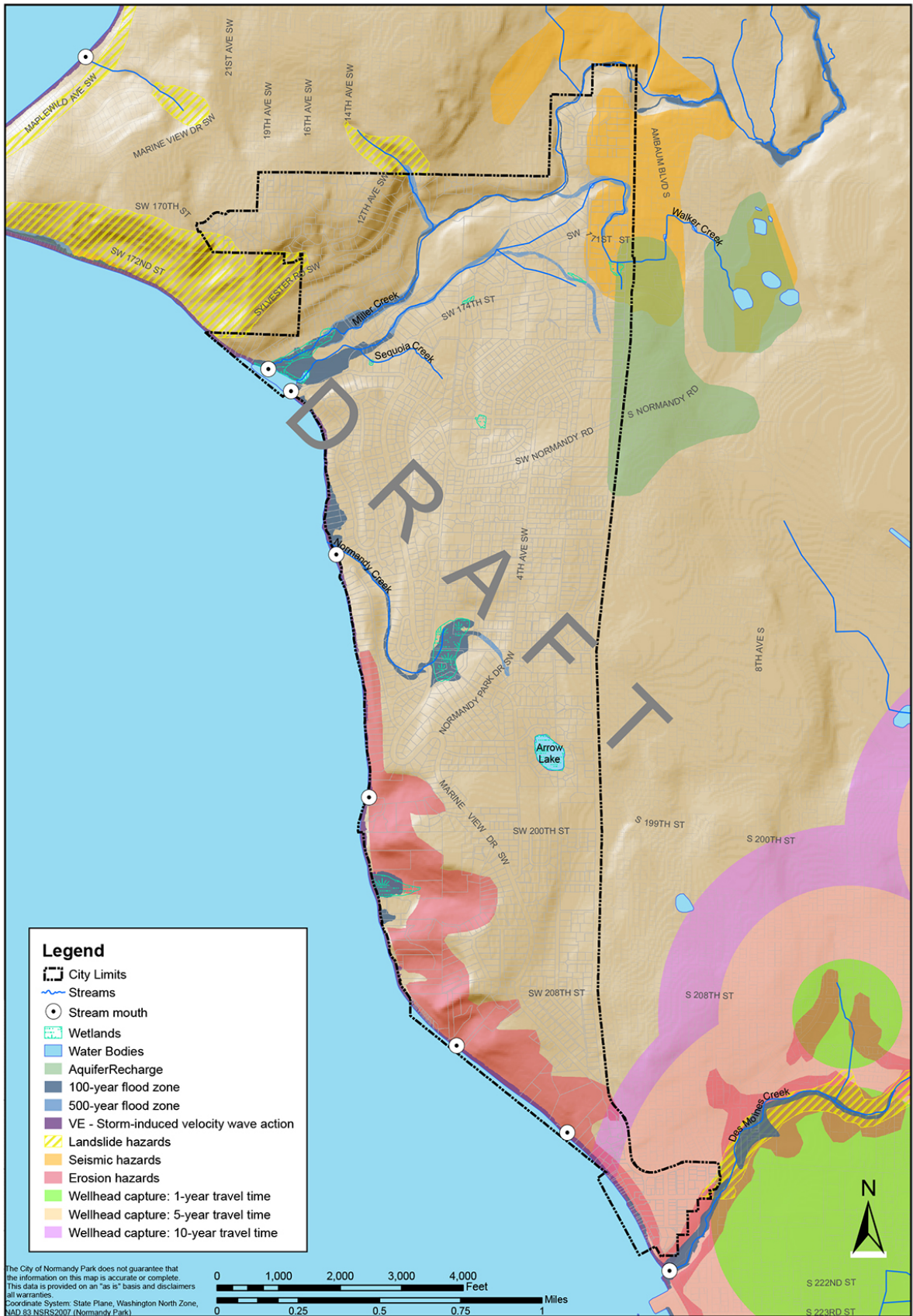


Figure 2.02 – 2015 Critical Areas map (Hart-Crowser)

Land Use Distribution

General Distribution

Normandy Park is a mature community in terms of land use. Most of the buildable land within the City limits has been developed, and the majority of land in the city is devoted to single-family detached housing. Because the City’s future land use categories generally track with its zoning categories, the following analysis is described in terms of zoning districts. As shown in Table 2.01, 75 percent of the city is zoned for low density single-family (lots of 15,000 s.f. or greater in area). Another 22 percent is zoned for medium to high density single-family (lots ranging from 12,500 to 7,200 square feet in area). Three percent is comprised of multifamily (R-5, RM-2400, and RM-1800). The remaining two and one-half percent is commercially-zoned land (Neighborhood Center / NC), or Mixed-use (MU). Of these non-single-family areas, only about four acres, or six percent, of these lands are still undeveloped. Of the total amount of single-family-zoned land, all but approximately 108 acres, or 6.6 percent of the city, has been developed. The City’s Future Land Use Map is presented here as Figure 2.03.

Table 2.01 - General Land Use by Zoning Designation

Land Use	R-20	R-15	R-12.5	R-7.2	R-5	RM- 1800	RM- 2400	MU	NC	Total
Developed Acres	296.8	530.3	124.4	121.9	10.0	12.3	8.7	11.8	16.6	1,132.8
Public Facilities/ Utilities	118.6	183.5	29.2	45.2	7.9	1.0	0.8	3.6	4.8	394.6
Vacant Acres (Sensitive) ¹	62(18)	27(13)	9(2)	5(1)	0.2	0	0	1.7	2.7	107.6
Total Acres	477.4	740.8	162.6	172.1	18.1	13.3	9.5	17.1	24.1	1,635.0
Percent of Total Acres	29.2	45.3	9.9	10.5	1.1	0.8	0.6	1.0	1.5	100

¹ 2004 estimates of vacant acreage that is encumbered by sensitive areas including wetlands, erosion and landslide hazard areas, and flood zones

Land Use Designations

The City of Normandy Park generally uses a 1:1 ratio for their Land Use designation to zoning districts, excepting the City’s “Low-Density Single Family” designation, which combines the R-20 and R-15 zones. The table below shows the City’s future land use categories and provides a description of that designation’s intent.

Table 2.02 - General Land Use by Zoning Designation

Designation	Zones Included	Description
Low Density Single-Family	R-20, R-15	The purpose of this designation is to provide areas for the lowest density of single-family homes in the City. Depending on implementing zone, minimum lot sizes of 20,000 or 15,000 square feet apply, along with other dimensional requirements provided in Normandy Park Municipal Code (NPMC).
Medium Density Single-Family	R-12.5	The purpose of this designation is to provide areas for moderate-density single-family homes. Implementing zone requirements specify minimum lot sizes of 12,500 square feet, along with other dimensional requirements provided in NPMC.
High Density Single-Family	R-7.2	The purpose of this designation is to provide areas for higher-density single-family homes. Implementing zone requirements specify minimum lot sizes of 7,200 square feet, along with other dimensional requirements provided in NPMC.
Low Density Multi-Family	R-5	The purpose of this designation is to provide areas for court-type apartments or multiple dwelling units containing no more than four dwelling units meeting the dimensional requirements in NPMC.
Medium Density Multi-Family	RM-2400	The purpose of this designation is to provide areas for greater population density than allowed in more restrictive classifications while maintaining the type of residential character consistent with much of Normandy Park. Implementing zone requirements specify minimum lot sizes of 2,400 square feet, along with other dimensional requirements provided in NPMC.
High Density Multi-Family	RM-1800	The purpose of this designation is to provide areas for greater population density than allowed in more restrictive classifications while maintaining the type of residential character consistent with much of Normandy Park. Implementing zone requirements specify minimum lot sizes of 1,800 square feet, along with other dimensional requirements provided in NPMC.
Mixed Use	MU	The purpose of this designation is to combine non-residential uses such as professional offices, personal services and clinics with higher-density housing types such as multi-family residential and cottage style housing. Locations should be in proximity to transit use, and development should minimize impacts to adjacent single-family residential areas, where applicable.
Neighborhood Center	NC	The purpose of this designation is to combine shopping, business, and personal service activities into cohesive neighborhood focal points that promote pedestrian use. Professional offices and multi-family residential uses are also encouraged to add vitality to such areas. Locations should be in proximity to transit use, and development should provide safe and connected vehicular and pedestrian routes within and to the sites. Development should minimize impacts to adjacent single-family residential areas, where applicable.

Open Space (includes park lands)	-	The purpose of this designation is to recognize those lands which are not intended to be developed due to the presence of wetlands, wetland buffers, steep slopes and other sensitive areas and their buffers and recognize lands for parks, greenbelts, open space and tree preservation areas and regional storm drainage detention areas in addition to open space and landscape areas as mutually agreed to by the property owner and city. A network of trails is intended to link open spaces with one another and with other community facilities.
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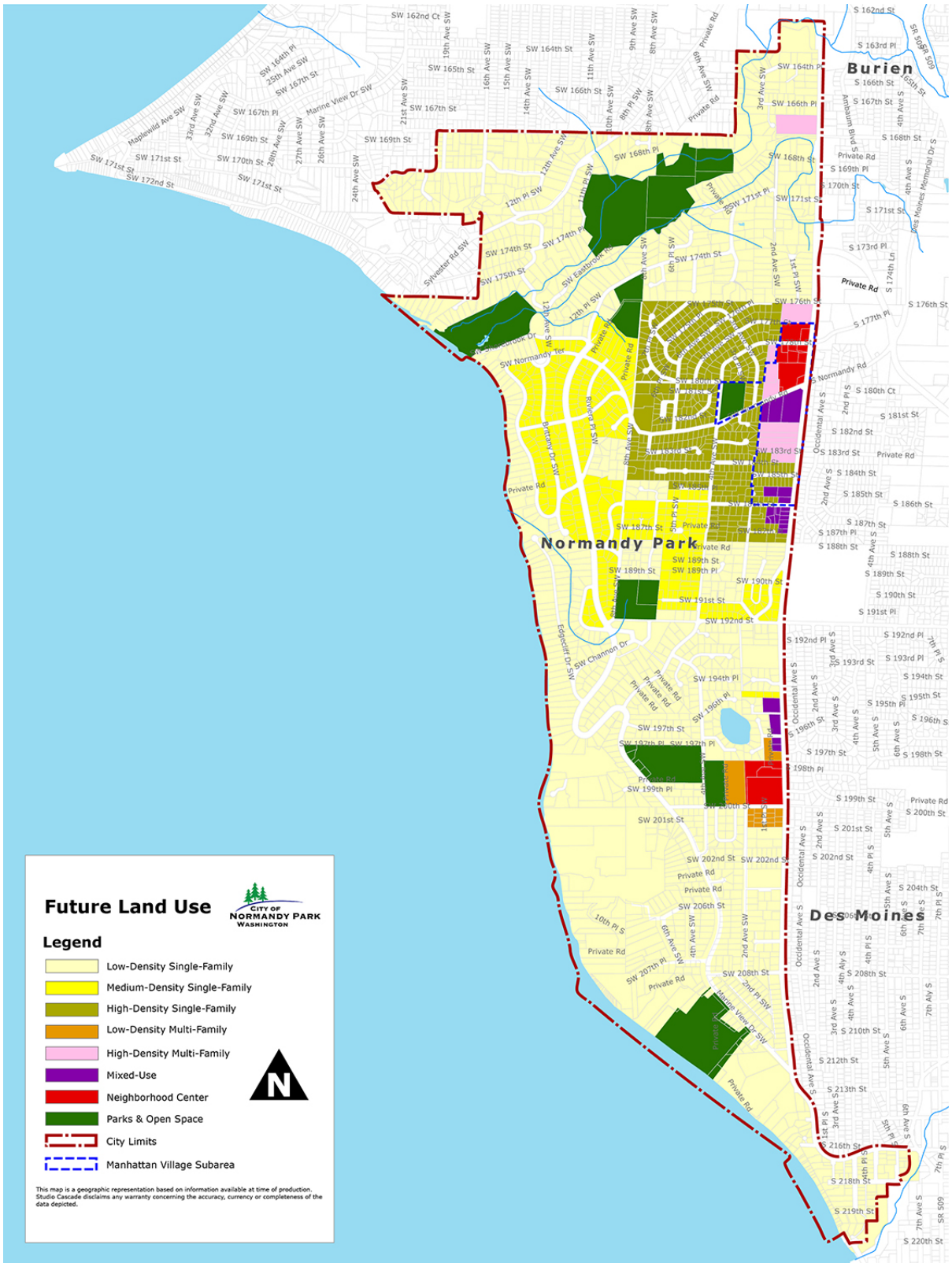


Figure 2.03 – Future Land Use map

Growth & Land Use Capacity

Analysis of local population and demographic trends is important for a broad understanding of the community and to anticipate future needs. To help evaluate such needs and direct land use policy, the City of Normandy Park looks primarily to data reported in the 2014 King County Buildable Lands Report (BLR) for its estimates on housing targets, housing capacities, employment targets and employment capacities. In addition, this section details population data and estimates from the 2010 US Census of Population and Housing, Washington State Office of Financial Management (OFM), the Puget Sound Regional Council (PSRC), and City records. This plan update does not propose changes to the land use designations from the 2004 Comprehensive Plan.

History & Demographics

At the time the City of Normandy Park incorporated in 1953, the population was 1,570. By 1960, the population had more than doubled to 3,224. The city's population increased to 4,202 by 1970. In 1983, the Manhattan area was annexed, adding 1,827 persons, increasing the population to 5,937. By 1990, the population had grown by 57.2% from the previous Census, with 6,709 residents recorded. From that time until 2003, Normandy Park's population declined to 6,260 persons, in spite of the annexation of the neighborhood known as Bonniewood in 1991. Resident counts have risen slowly in recent years, with 6,335 residents in 2010 and 6,615 residents estimated in 2014.

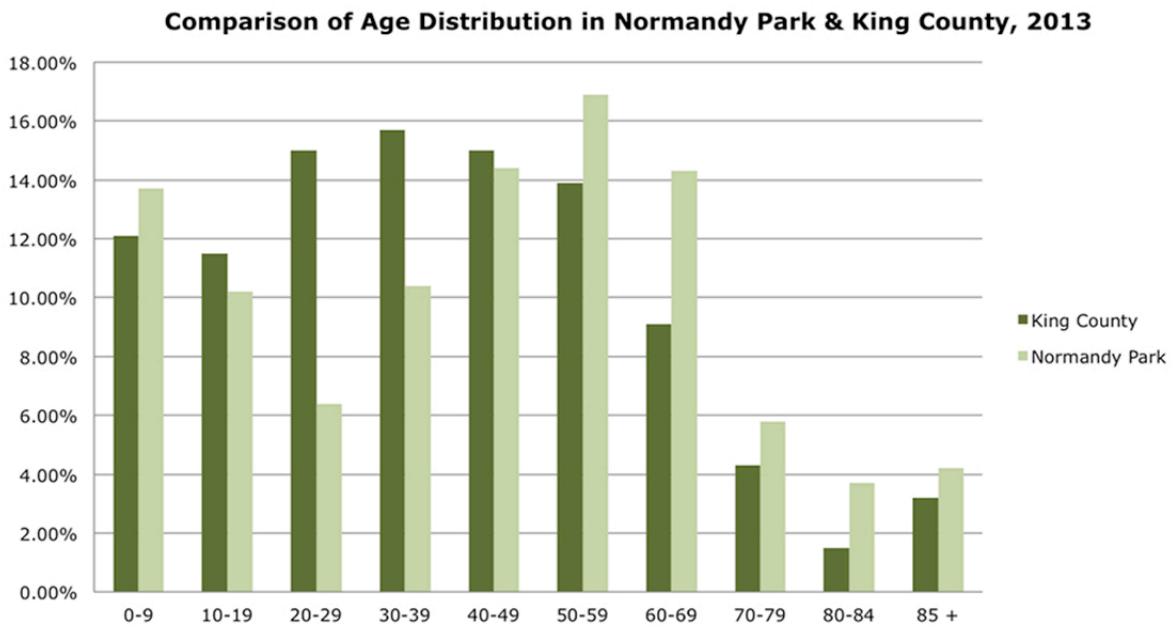


Figure 2.04 - Age comparison chart, Normandy Park and King County

According to 2013 American Community Survey (ACS, U.S. Census) estimates, 27% of the city’s current population is under 24 years of age, 20% is 65 years of age or older, and the median age is 46.7 years – the latter figure nearly 10 years older than typical of nearby communities and Washington State as a whole. The 2010 Census also indicated that the city had 3.93 inhabitants per acre, and 2,838 housing units, or 4.43 units per acre. The ACS indicates the average household size in Normandy Park is 2.44 persons. Figure 2.04 compares the age of Normandy Park residents with those of King County, expressed as a percentage of total population, generally showing far fewer city residents under the age of 40, but much higher proportion of residents aged 50 and above.

Forecasts

Population

The Puget Sound Regional Council (PSRC) provides population projections called Forecast Analysis Zones (FAZs) developed from US Census tracts. The boundaries of census tracts do not usually follow City boundaries. To arrive at an estimate of Normandy Park’s projected population, the PSRC 2040 population projections for all census tracts containing parts of the city were used to calculate average annual growth rate. This rate is then applied to Normandy Park’s current population (2014) and projected through 2035. A growth rate of 0.30% growth per year appears to be the most likely growth forecast for Normandy Park.

As shown in Table 2.03, this analysis indicates that by 2035, Normandy Park can expect to grow by approximately 402 persons. The actual amount of growth will be determined by many factors, including allowable land use densities and regional economic factors.

Table 2.03 - Growth Forecast Through 2035

Growth Rate	2014	2025	2035
0.30%/year	6,615	6,813	7,017

Residential Units

According to the 2014 King County BLR, Normandy Park has the capacity to build 228 new housing units using existing zoning - well above the BLR’s indicated target of

120 new residential units by 2031.³ For this reason, Normandy Park is listed in the “Green” category among BLR cities, indicating that housing capacities exceed target allocations. Population projections described above would also be in-range with reported unit capacity, requiring a total of 165 new units by 2035 (using existing household size figures.)

If the BLR’s 120-unit target is met by 2035, the City should expect to see an average of six units constructed per year. Market conditions and policy are likely to play a strong role in the type of units produced, but recent patterns show some capacity for new single-family homes utilizing large lots that may subdivided, or on remaining undeveloped lots in existing subdivisions. In addition, the City’s Mixed-Use (MU) and Neighborhood Center (NC) areas have significant capacity for additional units, providing housing for smaller households including those seeking smaller sizes and older residents that no longer wish to reside in low-density housing.

Employment

The 2014 BLR also provides employment targets for all King County communities, using methodology based initially on regional growth forecasts developed by the PSRC’s “VISION 2040” effort, and allocated to communities based on City input and reported zoning capacity. For employment, the BLR indicates a capacity in Normandy Park for 170 Net New Jobs. The BLR’s employment target for Normandy Park is for 65 Net New Jobs, well below the City’s reported capacity. For this reason, Normandy Park is listed in the “Green” category among BLR cities, indicating that employment capacities exceed target allocations.

Summary

Comparison of target and projected needs for housing units and employment, described above and summarized in Table 2.04 below indicates that demand for additional housing and employment in the city over the next two decades will not exceed the capacity of the land available as currently zoned. While Countywide Planning Policies call for greater housing diversity than Normandy Park currently provides, existing land use designations appear to provide capacity to meet County targets and address policy objectives over the next 20 years.

³ 2012 Housing Capacity, Exhibit 19, pg. 37, Summary Capacity Update Data, *King County Buildable Lands Report 2014*

Table 2.04 – Projected Housing & Employment Needs

	2010 Estimate	BLR Targets	Capacity	Difference
Housing	2,838 ¹	120 ³	275 ⁵	155
Employment	688 ²	65 ⁴	170 ⁶	105

1 = 2010 Census

2 = Residential Development and Employment Update, page 122, King County Buildable Lands Report 2014

3 = Net New Units, 2006-2031, Exhibit 2, page 13, King County Buildable Lands Report 2014

4 = Net New Jobs, 2006-2031, Exhibit 2, page 13, King County Buildable Lands Report 2014

5 = Net New Units, 2006, Exhibit 2, page 13, King County Buildable Lands Report 2014

6 = Net New Jobs, 2006, Exhibit 2, page 13, King County Buildable Lands Report 2014

Policy overview

The goals and policies contained in the following section help direct the future of Normandy Park as related to land use, including forecast growth and envisioned long-range improvements. In summary, they include language directing:

- Careful land use decisions balancing the full range of community objectives - sustaining natural resources, optimizing the use of resources, preserving community character and improving local quality of life
- Managing transitions between use categories to help buffer or mitigate potential conflicts
- Growth of higher-density mixed-use centers and residential patterns along 1st Avenue South
- Coordination with surrounding jurisdictions, service providers and regional planning agencies to prevent negative impacts of outside growth on the quality of life within Normandy Park
- Increased opportunities for public access to shoreline areas as appropriate and feasible
- Acquisition or conservation of lands that preserve environmental function and/or provide open space, parks or recreational use
- Support for policies and actions contained in the adopted Shoreline Master Program (SMP).

Land Use Goals & Policies

<p>G.01-LU</p>	<p>Locate and organize land uses citywide to balance among objectives including:</p> <ul style="list-style-type: none"> • Protection and enjoyment of natural resources • Optimized health, safety and welfare of citizens • Efficient, cost-effective service provision • Improved shopping and service options • Preservation of community character • Compatibility / reduced function and aesthetic conflicts among differing adjacent land uses.
<p>P.01-LU</p>	<p><i>Manage transitions between varying land use classifications using, as appropriate and practical:</i></p> <ul style="list-style-type: none"> • <i>Intermediate use categories</i> • <i>Intermediate building forms, including height and setback conditions</i> • <i>Physical buffering, using vegetation and landscaping, setbacks, or other physical buffers</i>
<p>P.02-LU</p>	<p><i>Uphold the value, appearance and character of Normandy Park through active code enforcement.</i></p>
<p>P.03-LU</p>	<p><i>Support the location of higher-density housing near higher-capacity roadways and areas where transit is available or viable.</i></p>
<p>P.04-LU</p>	<p><i>Discourage the routing of primary access to high-intensity uses through single-family residential areas.</i></p>
<p>P.05-LU</p>	<p><i>Improve shopping and service options within Normandy Park, providing convenient access to day-to-day needs and boosting the local economy.</i></p>
<p>P.06-LU</p>	<p><i>Promote the location of new businesses in vacant commercial spaces, supporting the rehabilitation of existing structures or redevelopment of structures as may be required.</i></p>
<p>P.07-LU</p>	<p><i>Promote and coordinate the provision of public facilities with public and private development.</i></p>

- P.08-LU *Participate in the planning and siting of capital facilities by County or other agencies where such facilities may benefit or influence Normandy Park planning goals.*
- P.09-LU *Support the provision of features and services in community facilities that benefit all residents of Normandy Park.*
- P.10-LU *Manage land uses to minimize significant adverse impacts on topography, geology, surface and ground water, frequently flooded areas, wetlands and vegetation and wildlife.*
- P.11-LU *Control development in environmentally sensitive or critical areas, preserving natural function, water quality, public safety and open-space character.*
- P.12-LU *Maintain and promote a built environment that is of high quality, is pedestrian oriented, and improves quality of life.*
- P.13-LU *Where feasible, require underground utilities in new residential and commercial development to enhance the appearance of the community.*
- P.14-LU *Minimize illumination of properties from neighboring uses, including from higher-density or commercial development abutting single-family neighborhoods.*
- P.15-LU *Retain Normandy Park’s quiet, residential character by maintaining established noise level standards city-wide, and work to reduce noise from sources such as highways and air traffic.*
- P.16-LU *Identify and support designation of cultural and archaeological resources, using established state and federal criteria.*
- P.17-LU *Work to protect designated historic properties and sites from inconsistent and incompatible land uses.*
- P.18-LU *Promote buffering between housing and noise-generating land uses through the use of berming, landscaping, setbacks, building orientation and other methods.*

P.19-LU	<i>Work with municipalities and agencies surrounding Normandy Park to ensure City notification and opportunity for comment on pending land use actions that may affect water quality, air, water or noise pollution, increased traffic or other factors that influence the local quality of life.</i>
P.20-LU	<i>Preserve the character of and quality of single-family neighborhoods in Normandy Park.</i>
P.21-LU	<i>Encourage strategies that move development from environmentally sensitive areas to more buildable areas elsewhere.</i>
P.22-LU	<i>Retain publicly-owned street ends.</i>
P.23-LU	<i>Assure that regulatory or administrative actions do not result in an unconstitutional taking of private property, evaluated in accordance with RCW 36.70A.370.</i>
G.01-HO	Work to maintain the quality and diversity of housing in Normandy Park.
P.01-HO	<i>Encourage and support the provision of housing for residents whose needs are not being met by the housing industry.</i>
P.02-HO	<i>Consider creative alternatives to standard subdivisions, such as cottage housing and zero lot line developments that maintain the character and quality of single-family neighborhoods while increasing density.</i>
P.03-HO	<i>Support the provision of a wide variety of housing types and densities to help address affordable housing needs, consistent with the city's overall character.</i>
P.02-XP	<p><i>Support coordinated efforts between the city and other jurisdictions including neighboring cities, the county, region and state to:</i></p> <ul style="list-style-type: none"> <i>• Develop transportation plans and projects</i> <i>• Coordinate land use with transportation planning</i> <i>• Develop funding and concurrency strategies to meet the requirements of GMA</i> <i>• Coordinate public transportation, including opportunities for local circulator routes (sweep shuttles) and service to the new S. 200th Street light rail station.</i>

<p>P.06-XP</p>	<p><i>In the annual update of the six-year Transportation Improvement Program, consider:</i></p> <ul style="list-style-type: none"> <i>The priorities established in the Capital Facilities Plan</i> <i>Recent land use decisions</i> <i>Street sections that are substandard and in need of repair and/or upgrading</i> <i>Pedestrian and bikeway improvements that will reduce vehicle trips</i> <i>Opportunities to place utility lines underground.</i>
<p>P.13-XP</p>	<p><i>As alternative fuel vehicles become more widely available, ensure building codes do not unduly burden the development and implementation of compatible fueling stations.</i></p>
<p>G.03-CF</p>	<p>Actively influence the future character of the city by coordinating the development of city facilities and services with adopted land use patterns and intensities.</p>
<p>P.02-CF</p>	<p><i>Coordinate land use and public works activities with an ongoing program of long-range financial planning to ensure availability of fiscal resources for implementing the Capital Facilities Plan (CFP).</i></p>
<p>P.03-CF</p>	<p><i>Where appropriate and reasonable, utilize utility and transportation rights-of-way for public access and use.</i></p>
<p>P.08-CF</p>	<p><i>Encourage the location of utility facilities on appropriate and available lands, including location within transportation corridors and public rights-of-way.</i></p>
<p>P.12-CF</p>	<p><i>Encourage methods of dispersing surface water, including reducing the impervious surface area of new development.</i></p>
<p>P.34-CF</p>	<p><i>Base the siting of public facilities on, but not limited to, the following criteria:</i></p> <ul style="list-style-type: none"> <i>Specific facility requirements (acreage, transportation access, etc.)</i> <i>Land use compatibility</i> <i>Potential environmental impacts</i> <i>Potential traffic impacts</i> <i>Fair distribution of such public facilities throughout the county</i> <i>Citizen safety.</i>

G.02-PR	<p>Increase public access to shoreline areas as appropriate and feasible, considering:</p> <ul style="list-style-type: none"> • Property rights • Maintaining public safety • Limiting municipal liability • Maintaining natural character and appearance • Maintaining ecological functions
P.01-PR	<p><i>Protect park and recreation areas from physical damage and/or limitations on use resulting from surrounding conditions including heavy traffic, excessive noise, surface water runoff, or air and water pollution.</i></p>
P.06-PR	<p><i>Make viewpoints, lookouts, and vistas of shorelines and wetlands publicly accessible where conditions reasonably permit, ensuring adequate protection of private properties.</i></p>
P.09-PR	<p><i>Coordinated with community needs, work to identify, acquire or reserve lands for future open space, parks or recreational needs, or shoreline access, whether visual or physical.</i></p>
G.01-EV	<p>Protect and restore shoreline areas, implementing the goals, policies and actions listed in the City’s adopted Shoreline Master Program.</p>
G.02-EV	<p>Protect environmentally sensitive areas including ground and surface water quality through:</p> <ul style="list-style-type: none"> • Land use planning • Comprehensive development review processes • Code enforcement • Coordination with other municipal and state agencies • Use of best management practices.
P.01-EV	<p>Promote on-site water detention, infiltration, or other means to protect downstream properties, water quality, and/or fish and wildlife habitat.</p>
P.03-EV	<p><i>Restore and/or preserve identified wetland and marsh areas in Normandy Park, supporting stormwater control, habitat preservation and open space provision.</i></p>

-
- P.05-EV *Promote soil erosion prevention techniques, including:*
- *Preservation and/or restoration of natural vegetation*
 - *Minimizing the use of grading or cut and fill activities to help retain natural slopes and watershed function.*
-

P.12-EV *Shoreline access and ancillary facilities should be designed and developed to minimize conflicts with adjacent private properties.*

Numbering key: LU = Land Use; HO = Housing; XP = Transportation; CF = Capital Facilities; PR = Parks & Recreation; EV = Environment



Introduction

This Housing Element represents Normandy Park's policy plan for providing necessary and compatible housing stock and protecting the character of existing residential neighborhoods over the course of this plan's 20-year horizon.

The Housing Element was developed in accordance with King County Countywide Planning Policies (CPP) regarding housing and integrated with all other plan elements to insure consistency throughout the comprehensive plan. This element specifically considers:

- The character and condition of existing housing stock and potential lands available for affordable housing
- Household characteristics
- Establishes current and future needs for affordable housing
- Inventories existing programs and policies promoting affordable housing
- Establishes strategies for maintaining and protecting existing neighborhoods
- Encourages development of new affordable dwellings.

Inventory & Analysis

Existing Housing

Normandy Park is known for its low-density, single-family home character. According to the most current GIS data, 75 percent of the city is zoned for single-family lots of 15,000 square feet or greater in area. Another 22 percent is zoned for medium to high-density single-family use (lots ranging from 12,500 to 7,200 square feet in area). Just three percent is zoned for multifamily, and two and one-half percent (2.5%) allows for commercial

development, designated as (Neighborhood Center / NC), or Mixed-use (MU).¹

Most single-family dwellings in Normandy Park are in good condition and are well maintained. The majority of multifamily complexes are in good repair, with some newer mixed-use units along 1st Avenue South presenting an excellent appearance.

The 2010 Census counts 2,838 housing units in the community, of which 73.5% are owner-occupied. This compares favorably to 62.1% owner occupation in Des Moines, 52.7% in Burien, and 58.2% across King County as a whole. Median home value of owner-occupied units is considerably higher than neighboring communities, with 2013 valuations at \$463,900, compared to \$260,800 in Des Moines, \$275,700 in Burien and \$377,300 across King County.

One measure of housing need is overcrowding. The federal government considers a household to be living in overcrowded conditions when the number of persons per room exceeds 1.0. According to the 2009-2013 U.S. Census², the number of Normandy Park households living in overcrowded conditions was zero, compared to 588 or 5.1% of households for Des Moines, 1,089 or 6.2% of households for Burien, and 22,880 or 2.8% of households for King County as a whole.

Vacant / Partially Utilized Land

Residential Areas

A key component in providing affordable housing is the availability of inexpensive, vacant land that is free from environmental constraints. Most of Normandy Park is occupied by mature, single-family residential neighborhoods with few vacant lots. Of these, many are surrounded by large houses on large lots, which tend to drive land costs up and make the development of affordable housing difficult. Other vacant lots have steep slopes or other environmental constraints that preclude development or make development expensive.

One way that affordable housing can be inconspicuously and economically incorporated into large-lot single-family neighborhoods is through accessory apartments. Accessory apartments may include detached guest homes and garage apartments, or apartments that are part of the main residence. One obstacle to this approach are covenants and restrictions in some neighborhoods that prohibit building

¹ See "Land Use Distribution" section, Land Use Element.

² U.S. Census Bureau, 2009-2013 American Community Survey 5-Year Estimates.

accessory dwelling units. Another limiting factor are city codes that restrict the number of dwelling units that can be serviced by private drives. Many of the city's single-family residences are accessed by private drives that are already at code capacity.

Another approach for providing affordable housing is adoption of policies and regulations that support alternatives to large-lot development such as cottage housing, zero lot line developments and the use of cluster housing design.

Neighborhood Service Areas

A key strategy in King County's 2012 CPPs concerns the creation of urban and local "centers" that "...provide for locations of mixed-use zoning, infrastructure, and concentrations of services and amenities to accommodate both housing and employment growth." Normandy Park's comprehensive plans have long envisioned the creation of such a center (or centers) along 1st Avenue South, including areas surrounding the Towne Center development at SW 200th Street, and the center envisioned in the Manhattan Village Subarea Plan (MVSP).

In addition to these existing or envisioned neighborhood centers, a few vacant or underdeveloped parcels exist along 1st Avenue South near the centers. Land is still expensive in these areas, but higher density zoning helps provide for the development of high-quality multifamily residences – which, by virtue of size and overall resource efficiencies, may provide market-rates lower than those of single-family options. Such developments may also include a mix of lower-cost units that support affordability goals without creating compatibility issues with single-family or commercial areas. Just as traditional downtowns combine apartments over storefronts to create an active and pedestrian-oriented environment, Normandy Park's commercial areas are envisioned to grow into more pedestrian-friendly activity centers including dwellings incorporated nearby or above commercial spaces.

In some areas and especially along 1st Avenue South, under-used commercial lands exist that could be redeveloped in the future to incorporate a mix of commercial and residential uses.

Normandy Park began envisioning neighborhood centers along 1st Avenue South prior to the adoption of the 1995 Comprehensive Plan, and has been working to realize such features through a number of efforts since then. The 2012 MVSP, plus subsequent design guidelines and amended

development regulations are recent examples of how Normandy Park intends to diversify its housing stock for a number of reasons, including affordability, land use compatibility, options for newer residents and benefits for existing neighborhoods.

Household Characteristics

Age Distribution

Figure 3.01 shows Normandy Park's age distribution in comparison with that of King County's population. Differences are somewhat pronounced in the number of children and teens, but is strikingly different regarding the percentage of residents 65 years of age and older. The 2010 Census shows 21.2% of Normandy Park residents are 65 or older, compared to almost half that – 10.9% - across King County. Neighboring cities show a similar pattern, with Burien at 12.8% and Des Moines at 14.8% of residents 65 or older.

The lower proportion of younger adults may be due in part to higher than average housing costs in Normandy Park and the obstacle those costs impose on younger, first-time homebuyers. The higher than average number of retirement age residents likely reflects the large number of families who moved to Normandy Park in the fifties and sixties and remained. An increasing number of residents are likely to transition to fixed retirement incomes and may

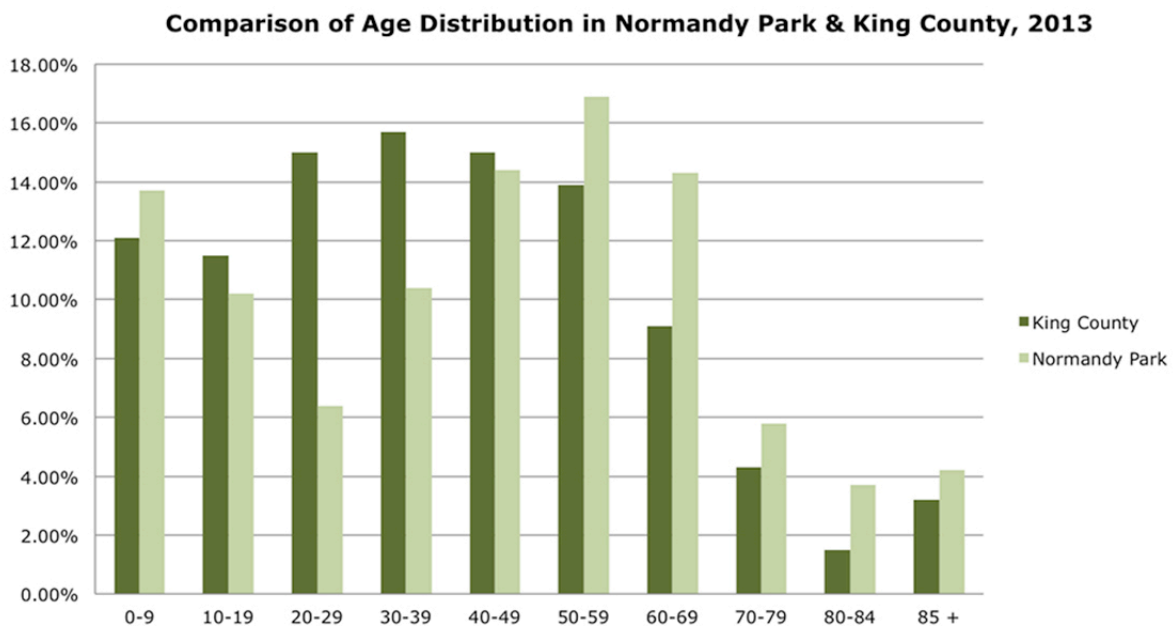


Figure 3.01 - Age comparison chart, Normandy Park and King County

no longer wish to maintain large-lot homes or will desire lower-cost housing options in the city.

U.S. Census data indicates that the median household income in Normandy Park was \$84,679 in 2013. For purposes of determining housing needs, it is useful to analyze incomes in relation to an area-wide average such as the county median income. The median household income for King County in 2013 was \$71,811. Clearly, many Normandy Park households are well above the county median income, but figures show approximately 30% of city households are less fortunate, meeting or exceeding the federal definition of "low-income." In addition, the median income among residents living in owner-occupied homes was \$105,753 in 2013, versus \$44,338 for renters living in Normandy Park.

The federal definition of low-income is a gross household income between 80% and 50% of the area median income. Households that have the greatest difficulty finding affordable housing are those making below 50% of the median income (defined as very low-income households). Low and very low-income households spending over 30% of their gross income for housing costs are considered by federal, state and county housing officials to be overpaying for housing.

Table 3.01 shows the number and percentage of low and very low-income renter and owner-occupied households in Normandy Park in need of affordable housing - approximately 485 households, or 49.3%, of those earning less than \$50,000³ and paying over 30% of income on housing.

Table 3.02 shows the percentage of all households in the city paying over 30% of income for housing segregated by income ranges.⁴ Though a larger portion of these households are renter-occupied units, a significant number are owner-occupied. Among groups, the highest percentage of those paying over 30% of income for housing are renters earning between \$20,000 and \$34,999, and owners making \$75,000 or more. Figure 3.02 presents this information in bar-chart format.

³ Amount used as closest approximation of calculated low-income threshold of \$57,449 ($\$71,811 \times .80$)

⁴ Percentage of all households paying over 30% on housing is reported at 33.1%, or a total of 873 occupied housing units

Table 3.01 - Households in Need of Affordable Housing, 2013

Category	No. Households	% Households
Renters earning between \$35,000 and \$49,999, paying >30% for housing	33	4.7%
Renters earning between \$0 and \$34,999, paying >30% for housing	232	33.2%
Owner-occupied households earning between \$35,000 and \$49,999 paying >30% for housing	67	3.5%
Owner-occupied households earning 0\$ and \$34,999 paying >30% for housing	153	7.9%
Total households earning less than \$50,000 and spending over 30% of income on housing costs	485	49.3%

Source: 2013 American Community Survey 5-Year Estimates

Table 3.02 - Percentage of Households Paying Over 30% of Income for Housing

Income Category	Owner Occ./No.	Owner Occ./%	Renter Occ./No.	Renter Occ./%
Less than \$20,000	66	3.4%	79	11.3%
\$20,000 to \$34,999	87	4.5%	153	21.9%
\$35,000 to \$49,999	68	3.5%	33	4.7%
\$50,000 to \$74,999	122	6.3%	44	2.4%
\$75,000 or more	248	12.8%	0	0.0%
Totals	591	30.50%	309	40.30%

Source: 2009-2013 American Community Survey 5-Year Estimates

The average household size in Normandy Park is 2.44 persons - slightly larger than that of King County, which is 2.42. Average household size in owner-occupied units is 2.5 persons, and in renter-occupied, the average is 2.25 persons per household.

Future Needs for Housing

King County's CPPs set affordability targets to encourage new housing in price ranges not being addressed by the private market.

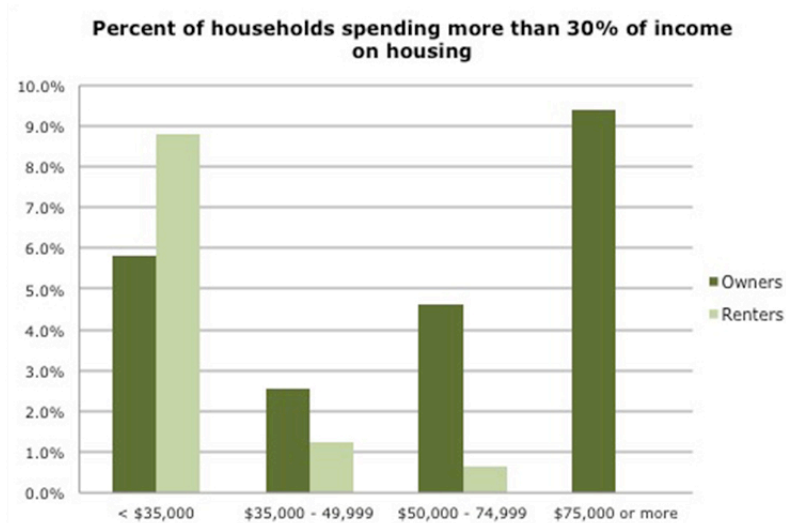


Figure 3.02 – Percent of Normandy Park households spending more than 30% of income on housing.

Goal H-1 of the CPP⁵ sets targets of 12% for each of the low-income (30-50% of Area Median Income) and very low-income (30% and below Area Median Income) household categories. In total, this represents a target percentage of 24% of new units in Normandy Park be affordable to low or very low-income households. Given King County’s target for Normandy Park of 120 new units built by 2031, approximately 29 of these units should be affordable by described standards.

Addressing Affordable Housing Needs

Resources: Private Sector Housing

New affordable housing developed by the private sector is becoming increasingly difficult to find in the Puget Sound region. Frequently, moderate and low-income households are limited to renting, with little hope of being able to own their own homes.

Although most of Normandy Park is occupied by large-lot single-family homes, the city has maintained policies that allow for multifamily housing alternatives since the adoption of the 1979 Comprehensive Plan. Multifamily development is encouraged as a transitional use between single-family and commercial uses through zoning in and surrounding commercial centers. This policy helps create smaller and often more affordable housing options, including those for elderly Normandy Park residents who wish to remain in the city, but who may find it impractical to stay in their single-family homes.

Resources: Assisted Housing

Assisted housing includes multifamily or single-family housing that is subsidized by public or private funds. As of this plan’s adoption, only one such facility is identified in Normandy Park:

⁵ Housing Chapter, page 32, 2012 King County Countywide Planning Policies.

- Brittany Park - 18265 1st Avenue South, managed and funded by the King County Housing Authority. Open to seniors age 62+ and disabled persons, this facility does not accept Section 8 vouchers. Provides 43 units of permanent housing for low-income senior and disabled residents.

No other facilities qualifying as assisted housing were listed by any of the resource agencies identified by the Housing & Community Development Program, including Multifamily Affordable Properties, the Housing Finance Commission Tax Credit Project, the Department of Housing and Urban Development (HUD) and the Rental Housing Association of Puget Sound.

Resources: Emergency Shelter

Emergency shelter housing is usually temporary housing for the homeless. Providers may offer counseling services in addition to finding more permanent housing for their tenants. No providers of emergency shelter housing were identified in Normandy Park as of this update. The King County Department of Community and Human Services provides links to local shelters, services, emergency financial assistance and crisis information through the Washington State 2-1-1 Community Resources Program.

Strategies

The intent of the State Growth Management Act and the King County CPPs is to provide affordable housing alternatives for all economic segments of the community. At the most fundamental level, this involves two basic types of strategies:

1. Protecting and maintaining the existing affordable housing stock
2. Ensuring that a sufficient proportion of new housing units developed in the city is affordable to the targeted economic groups.

Promoting New Affordable Housing

Accessory Dwellings - Normandy Park's zoning regulations currently allow the use of "Guest Houses" in residential zones, though limited by Gross Area Floor Ratio (GFAR), number and tenure of guests (two guests for less than six months), family members, and domestic employees. Amending the existing zoning code to make accessory dwellings more viable could aid the City's housing goals, and offer advantages to owners interested in renting under-utilized space.

Allowing alternative types of creative housing development, such as zero lot-line housing, may also provide affordable housing while increasing density in a manner compatible with single-family patterns.

Mixed Use / Neighborhood Centers - As indicated here and in the Land Use Element, Normandy Park is nearing a built-out condition, at least in terms of available vacant land. At the same time, the community's desire to maintain its single-family, low-density character remains strong. Since the mid-1990s, Normandy Park has envisioned additional density and growth happening largely in and around "neighborhood centers" along 1st Avenue South. The 2012 Manhattan Village Subarea Plan (MVSP) helped further refine and articulate where and how this might happen in keeping with other, equally important goals. While mixed-use and higher-density homes located along 1st Avenue South can be shown to help with many community needs, redevelopment of these centers to include residential uses offers the possibility of providing additional affordable housing.

The MVSP and related development regulations encourage multi-story residential structures with storefronts or services at ground level, requiring less parking for services and providing housing in close proximity to transit services.

Policy overview

The goals and policies contained in the following section help direct the future of Normandy Park as related to housing, including affordability strategies and dispersal of housing types. In summary, they include language directing:

- Work to maintain and improve the quality and diversity of housing in Normandy Park
- Preserving the overall quality and character of housing in Normandy Park, maintaining standards for existing and new housing projects
- Support for higher-density mixed-use centers and residential patterns along 1st Avenue South.

Housing Goals & Policies

G.01-HO	Work to maintain the quality and diversity of housing in Normandy Park.
P.01-HO	<i>Encourage and support the provision of housing for residents whose needs are not being met by the housing industry.</i>
P.02-HO	<i>Consider creative alternatives to standard subdivisions, such as cottage housing and zero lot line developments that maintain the character and quality of single-family neighborhoods while increasing density.</i>
P.03-HO	<i>Support the provision of a wide variety of housing types and densities to help address affordable housing needs, consistent with the city's overall character.</i>
P.04-HO	<i>Cooperate with neighboring jurisdictions and sub-regional housing agencies to address and meet countywide affordable housing targets.</i>
P.05-HO	<i>Support private sector efforts to provide affordable housing for residents.</i>
P.06-HO	<i>Support housing practices as enumerated in the Fair Housing Act.</i>
G.01-LU	<p>Locate and organize land uses citywide to balance among objectives including:</p> <ul style="list-style-type: none"> • <i>Protection and enjoyment of natural resources</i> • <i>Optimized health, safety and welfare of citizens</i> • <i>Efficient, cost-effective service provision</i> • <i>Improved shopping and service options</i> • <i>Preservation of community character</i> • <i>Compatibility / reduced function and aesthetic conflicts among differing adjacent land uses.</i>
P.02-LU	<i>Uphold the value, appearance and character of Normandy Park through active code enforcement.</i>
P.03-LU	<i>Support the location of higher-density housing near higher-capacity roadways and areas where transit is available or viable.</i>

- P.05-LU *Improve shopping and service options within Normandy Park, providing convenient access to day-to-day needs and boosting the local economy.*

- P.11-LU *Control development in environmentally sensitive or critical areas, preserving natural function, water quality, public safety and open-space character.*

- P.12-LU *Maintain and promote a built environment that is of high quality, is pedestrian oriented, and improves quality of life.*

- P.13-LU *Where feasible, require underground utilities in new residential and commercial development to enhance the appearance of the community.*

- P.18-LU *Promote buffering between housing and noise-generating land uses through the use of berming, landscaping, setbacks, building orientation and other methods.*

- P.20-LU *Preserve the character of and quality of single-family neighborhoods in Normandy Park.*

- P.21-LU *Encourage strategies that move development from environmentally sensitive areas to more buildable areas elsewhere.*

Numbering key: LU = Land Use; HO = Housing; XP = Transportation; CF = Capital Facilities; PR = Parks & Recreation; EV = Environment



Introduction

Purpose & Relationship to GMA

The purpose of this Transportation Element is to guide the development of the Normandy Park transportation system in a manner that supports the vision, goals and policies of the Comprehensive Plan. It establishes the framework for the city's transportation system and focuses on the policies and actions needed to implement and manage transportation infrastructure and services. It serves as a guide for the development of the City's Transportation Improvement Program (TIP), concurrency requirements, and other planning processes. This element represents the City's long-range transportation planning and policy document.

This Transportation Element has been developed in accordance with the Growth Management Act (GMA) to address the transportation needs of the City of Normandy Park. Specifically, Section 36.70A.070(6)(a) of the Revised Code of Washington (RCW) requires that comprehensive plans contain a transportation element consisting of the following:

- A. Land use assumptions used in estimating travel.
- B. Estimated traffic impacts to state owned transportation facilities resulting from land use assumptions to assist the Department of Transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impacts of land use decisions on state-owned transportation facilities.
- C. Facilities and service needs, including:
 - i. An inventory of air, water, and ground transportation facilities and services, including transit and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation

facilities within the City or county's jurisdiction boundaries

- ii. Level of service (LOS) standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the systems. (These standards should be regionally coordinated)
 - iii. LOS standards for all state highways to serve as a gauge to judge performance of the state system. The purposes of reflecting LOS standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or City's six-year street, road, or transit program and the department of transportation's six-year investment program
 - iv. Specific actions and requirements for bringing into compliance any facilities or services that are below an established LOS standard
 - v. Forecasts of traffic for at least 10 years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth
 - vi. Identification of state and local system needs to meet current and future demands. Identified needs for state-owned transportation facilities must be consistent with the state-wide multimodal transportation plan.
- D. Finance, including:
- i. An analysis of funding capability to judge needs against probable funding resources
 - ii. A multi-year financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road or transit programs required for cities, counties, and public transportation systems. The multi-year financing plan should be coordinated with the six-year improvement program developed by the Washington State Department of Transportation
 - iii. If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met.
- E. Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions.
- F. Identification of Transportation Demand Management (TDM) Strategies to reduce travel demand and encourage use of non-auto travel.

Relationship to Citywide Elements & Subarea Plans

This Transportation Element identifies the transportation system that is needed to support the existing and proposed land uses identified in the Land Use Element and in the 2012 Manhattan Village Subarea Plan (MVSP). The Transportation Element also addresses issues and policies identified in other citywide elements such as the Parks and Recreation and Capital Facilities Elements. The traffic analysis in this Element is based upon conservative (“worst case”) land use assumptions developed by City staff for the MVSP.

Organization of Element

This element is divided into four sections:

- Regional Transportation Setting - This section describes intergovernmental coordination efforts with regional agencies, neighboring jurisdictions, and transit providers
- Local Conditions and Trends - This section describes existing and future conditions and levels of service for each type of transportation mode – streets and highways, public transit, bicycle, and pedestrian
- Transportation Financing - This section addresses future transportation project costs and funding sources
- Transportation Goals, Objectives, and Policies - This section lists the goals, policies, and actions to guide City transportation decisions.

Regional Transportation Setting

The City works with several regional transportation agencies, neighboring jurisdictions, and transit providers to address transportation issues and problems on a regional basis. The plans and policies developed by these agencies and their relevance to Normandy Park are briefly reviewed below. The goals, objectives, and policies in this Transportation Element are intended to be consistent with these regional plans and policies within the context of Normandy Park’s regional and local comprehensive planning goals.

Puget Sound Regional Council

The Puget Sound Regional Council (PSRC) is the region’s metropolitan planning organization made up of cities, towns, counties, ports, tribes, transit agencies, and major employers. PSRC has set policy for King, Pierce, Snohomish, and Kitsap Counties through “Vision 2040,” a document which lays out the

long-term goals for growth management, economic, and transportation issues.

Vision 2040 identifies several key goals for transportation in the region:

- Maintenance, Management, and Safety – Maintain, preserve, and operate the existing transportation system in a safe and usable state
- Support the Growth Strategy – Support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network
- Greater Options, Mobility, and Access – Invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy

This Transportation Element is consistent with Vision 2040 priorities.

WSDOT & Neighboring Jurisdictions

The Washington State Department of Transportation (WSDOT) controls 1st Avenue South from South 174th Street to the southern City limits as part of SR 509. This route forms the City's eastern boundary and serves as the primary north-south travel corridor for Normandy Park, as well as Burien to the north and Des Moines to the South. As such, this plan aims to coordinate with WSDOT and other neighboring communities to ensure that SR 509 and all of Normandy Park's streets serve local as well as regional travel needs.

King County Metro

Local transit service is provided by King County Metro (Metro). A description of the existing transit routes and services provided by Metro is included in the "Transit Service" section of this Transportation Element.

Local Conditions & Trends

This element considers the location and condition of the existing traffic circulation system; the cause, scope and nature of transportation problems; and projected transportation plans for those needs, while maintaining the established level of service standards.

Roadway Functional Classification & Inventory

The City of Normandy Park was conceived as a low-density residential community and has developed according to that vision. The primary land use is single-family residential, with limited commercial and multifamily development along two sections of 1st Avenue South (SR 509). Internal streets were mostly developed in the 1940's and 1950's and remain largely unchanged except for surface improvements, widening, sidewalk additions, and similar alterations. As Normandy Park is primarily a low-density, single-family residential city, with few undeveloped areas and limited potential for additional commercial development on 1st Avenue, the City is not faced with the need to plan and construct major thoroughfares or other transportation facilities.

The only major arterial, 1st Avenue South, is four lanes north of SW Normandy Road and two to three lanes south. Access to 1st Avenue South from the city is primarily from four secondary arterials: SW 171st Street, SW Normandy Road, SW Normandy Park Drive, SW 200th Street, and Marine View Drive SW.

Functional Classification

The following four-tiered classification system categorizes the functional characteristics of the community's street system (see Figure 3.1):

Major Arterials – 1st Avenue South forms the eastern boundary of Normandy Park and is the only major arterial within the city. It provides access to Burien to the north and Des Moines to the south. It is designated as SR 509 from SW 174th Street to the southern City Limits and is classified as a highway of regional significance by the PSRC.

Secondary Arterials – Secondary arterials collect and distribute traffic from major arterials to local access streets.



Figure 4.01 – Many of the city's local access streets are lightly-traveled, but lack sidewalks.

They serve a particular area of the community and provide connections for local traffic. Streets in this classification include:

- Sylvester Road from the north City Limits near the intersection of 8th Place SW to the west City Limits near the junction of SW Hillcrest Road
- SW 172nd Street / 13th Avenue SW / SW 174th Street / 13th Avenue SW / SW 175th Street / 12th Avenue SW (Brook Drive or Snake Road) from Sylvester Road to Shorebrook Drive
- Shorebrook Drive from Marine View Drive SW to its end next to the Cove private beach lot
- SW 171st / SW 174th Street from 1st Avenue South to Marine View Drive
- Marine View Drive SW from the intersection of SW 174th Street and Shorebrook Drive to 1st Avenue South
- SW Normandy Road from 1st Avenue South to Marine View Drive SW
- 4th Avenue SW from SW Normandy Road to Normandy Park Drive SW
- Normandy Park Drive SW from 1st Avenue South to Marine View Drive SW
- SW 200th Street from 1st Avenue South to Marine View Drive SW
- SW 208th Street from 1st Avenue South to Marine View Drive SW.

Local Access Streets – Local access streets provide access to limited areas of the city, individual properties and secondary arterials. The majority of street-miles in Normandy Park fall into this category.

Private Lanes – Private lanes are privately owned roads typically providing access to a maximum of four single-family lots. These are not currently mapped by the City and are not included on the Roadway Classification Map.

The City may review these categories and the City's road standards to determine if they are adequate to describe the roadways in Normandy Park.

Roadway Inventory

As indicated in Table 4.01, there are approximately 33 miles of streets in the city. Access streets account for 21 of these miles, secondary arterials extend for a total of 8.5 miles and 3.7 miles are designated as major arterials. Most of the City's rights-of-way are not utilized to their full width,

leaving room for the widening of street shoulders and the addition of sidewalks. In addition, many rights-of-way are not open for vehicle use. The rights-of-way encompass a total of 217 acres.

In the years following the survey, only a few new local access streets and private lanes have been constructed within the city, such as SW 185th Street to the west of 4th Avenue SW. These new streets do not significantly affect the findings in Table 4.01.

Table 4.01 - Mileage by Street Type

Street Type	Mileage	Percentage
Major Arterials	3.7 miles	11%
Secondary Arterials	8.5 miles	26%
Access Streets	21.1 miles	63%
TOTAL (improved City-owned rights-of-way)	33.3 miles	100%

Source: United States Census Bureau, 2014 TIGER/Line Shapefiles

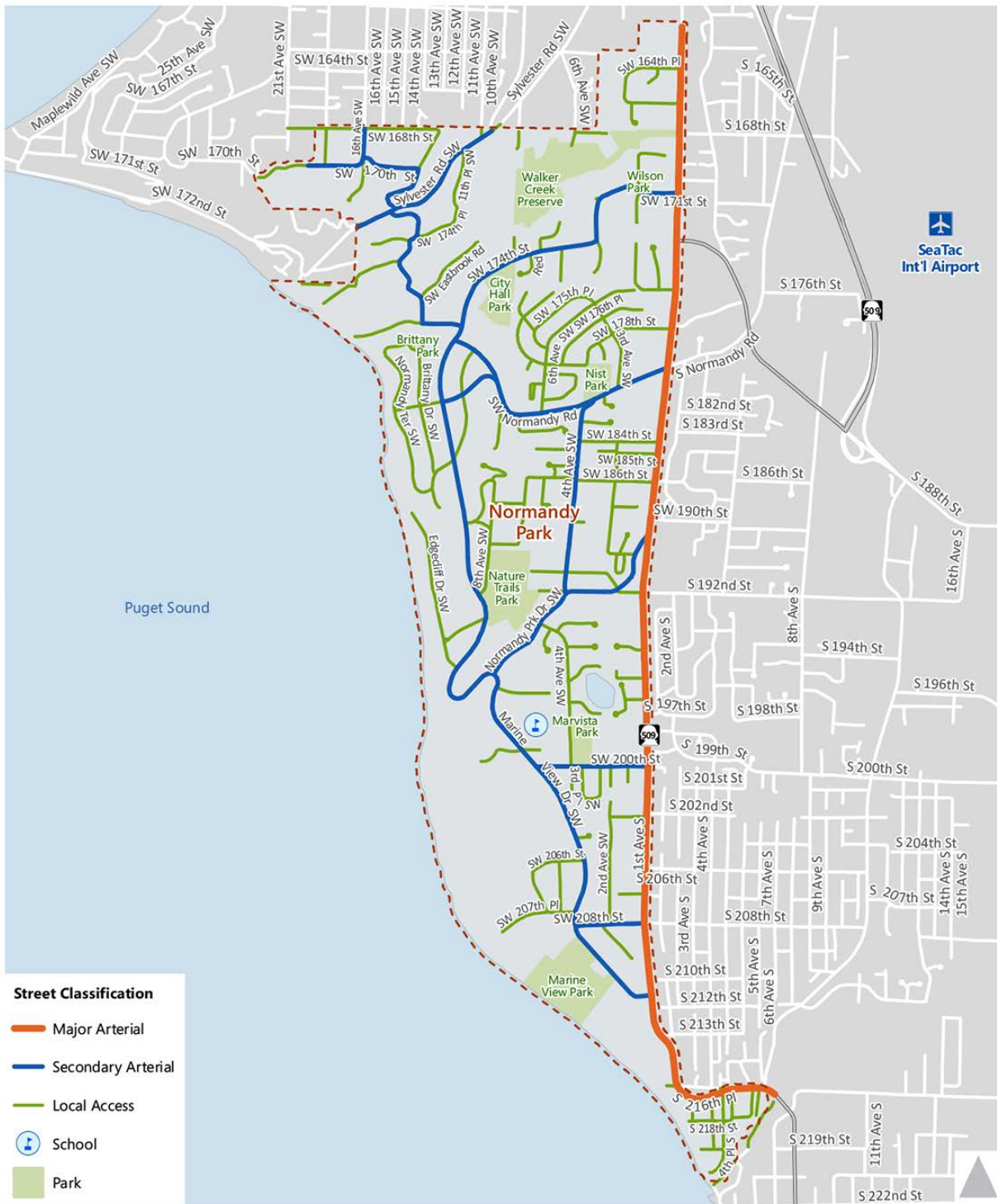


Figure 4.02 - Normandy Park Roadway Classification Map (Fehr & Peers)

Level of Service (LOS) Measurement

The Growth Management Act (GMA) requires jurisdictions to establish Level of Service (LOS) standards for roadways, transit service, and non-motorized facilities such as sidewalks and bike routes. Once a jurisdiction sets an LOS, it is used to determine whether the impacts of a proposed development can be met through existing capacity and/or to decide what level of additional facilities will be required. The following sections describe in detail how Normandy Park measures LOS for roadways, transit, and non-motorized facilities within the city.

Automobile LOS

Automobile LOS measurements are a means of qualifying the efficiency with which traffic is moving on streets and highways. In the case of Normandy Park, it is most appropriately defined as the average delay encountered per vehicle using a given intersection.

Intersection operations can be scored into one of six LOS categories based the average delay encountered by motorists. Levels from LOS A to LOS F correspond to a range of completely uncongested to oversaturated operational conditions. Table 4.02 describes the LOS definitions laid out in the 2010 Highway Capacity Manual (HCM) (Transportation Research Board, 2010), which is the standard currently used by many communities nationally and throughout the Puget Sound Region.

Table 4.02 – Level of Service (LOS) Definitions

LOS Grade	Description	Average Control Delay per Vehicle (s/veh)	
		Signalized Intersection	SSSC1 and AWSC2 Intersections
A	Free-flowing conditions	≤10	≤10
B	Stable operating conditions	>10-20	>10-15
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists	>20-35	>15-25
D	High density of motorists, but stable flow	>35-55	>25-35
E	Near-capacity operations, with speeds reduced to a low but uniform speed	>55-80	>35-50
F	Over capacity, with delays	>80	>50

1 = Side Street Stop-Controlled

2 = All-Way Stop-Controlled

Source: 2010 Highway Capacity Manual




As required by RCW 47.80.030(1)(c), the Puget Sound Regional Council (PSRC) has adopted LOS standards for regionally significant state highways in the central Puget Sound region, such as SR 509. For the portion of 1st Avenue South signed as SR 509 within Normandy Park (between 174th Avenue South and the southern City Limit), the adopted PSRC LOS standard is LOS "E/Mitigated," meaning that congestion levels should be mitigated when corridor PM peak hour LOS falls below grade "E." The City should coordinate with regional and state entities to ensure continued mobility along this corridor, including efforts to achieve the adopted PSRC LOS.

Away from 1st Avenue South (i.e. City-owned secondary arterials and local access street intersections), Normandy Park has an automobile based LOS policy that measures the average delay experienced by drivers at intersections during the PM peak hour of travel. The intersections of City-owned streets in Normandy Park typically have a PM peak hour LOS of "C" or better. Since these streets do not provide routes through the city and are unlikely to experience an increase in traffic due to growth in surrounding jurisdictions, the City maintains an LOS "C" standard for these intersections.

Transit LOS

Normandy Park's transit LOS standards are based on the provision of service by King County Metro and other agencies. The City can reach the "green" LOS standard by working with agencies to attract new fixed-route services, higher service frequencies on existing routes, and/or additional paratransit services. The "yellow" standard, which the City will adopt as its minimum target, would represent the City coordinating with agencies to maintain its existing transit service. Normandy Park's measurement of transit LOS is summarized in Table 4.03 below.

Table 4.03 – Transit Level of Service




LOS	Descriptions
	Establish additional local transit service, including integration with planned regional high-capacity transit service and exploration of innovative, non-traditional, non-fixed route services, such as van-share programs and on-demand shuttle services
	Work with transit agencies to maintain the existing transit service
	Reduction of the current transit service

Walking LOS

While Normandy Park’s local streets tend not to need fully separate sidewalks or paths due to their low traffic volumes and slow speeds, the city’s major and secondary arterials warrant pedestrian infrastructure. Dense areas with commercial land uses and streets that serve schools are particularly important for safe walking, as they support more pedestrians and may have a larger portion of vulnerable users than other streets.

Table 4.04 establishes the LOS standards for various pedestrian facilities around the city. This set of standards recognizes that pedestrian infrastructure needs differ depending on the roadway characteristics and thus provides unique standards for 1st Avenue South, Marine View Drive, and all other secondary arterials. There are no walking standards established outside of these roadway facilities. For example, the ideal walking LOS for Marine View Drive (indicated by the green square) would provide a sidewalk with physical buffer on at least one side of the street. On the other hand, the ideal LOS for 1st Avenue South would provide sidewalks with buffer on both sides of the street since destinations and transit stops line both sides of the corridor. For other secondary arterials, a sidewalk should be provided on at least one side of the street, but physical separation from the roadway would not be necessary to achieve the ideal LOS for walking.

Table 4.04 – Walking Level of Service – Sidewalk Requirements

LOS	1st Avenue South	Marine View Drive	All other Secondary Arterials
	Sidewalk with physical buffer on both sides of street	Sidewalk with physical buffer on at least one side of street	Sidewalk present on at least one side of street
	Sidewalk with physical buffer on at least one side of street	Sidewalk present on at least one side of street	
	No sidewalk	No sidewalk	No sidewalk

Note: Physical buffer includes curb/gutter or landscape strip/swale

Biking LOS



The City of Normandy Park has identified four priority corridors that should provide accommodations to support bicyclist safety and comfort:

- 1st Avenue South – Provides access to local businesses, transit connections, and neighboring jurisdictions
- SW 200th Street – Provides access to Marvista Elementary from 1st Avenue South
- Marine View Drive – Provides a north-south connection between many parks and residential neighborhoods within the city. Portions of the route provide views of Puget Sound
- Marine View Park trail connector – The Lake to Sound Trail is a planned 16-mile multi-use recreational trail that will connect Lake Washington in Renton to Des Moines Beach Park on Puget Sound (via the existing Des Moines Creek Trail). Multiple corridors could potentially accommodate a connection between the future trail and Marine View Park. A study to determine corridor feasibility could be conducted at a later date as the Lake to Sound Trail begins to take shape.

On all other corridors, low speeds and traffic volumes make it suitable for bicyclists to share the roadway with vehicle traffic.

Table 4.05 establishes LOS standards for city bicycling facilities with respect to the priority corridors discussed above. The ideal LOS for priority corridors (indicated by the green square) would provide biking accommodations deemed appropriate by the City (e.g. bike lanes or a multi-use trail).

Table 4.05 – Biking Level of Service – Facility Requirements

LOS	Along Priority Corridors
	Provides biking accommodations (e.g. bike lanes or a multi-use trail)
	No biking accommodations

Multimodal Concurrency

The LOS standards identified in the previous sections form the basis for developing a multimodal concurrency program, which ensures that multimodal transportation infrastructure is constructed concurrent with development over time. Following adoption of this Comprehensive Plan, the City should take steps to update its concurrency ordinance to ensure these multimodal standards are considered.

Existing Conditions

Automobile Traffic

Traffic volume data from 2014 show average weekday volumes (AWDT) on 1st Avenue South of approximately 17,700 vehicles per day. The AWDT for secondary arterial streets ranges from 700 to 5,100. Figure 4.02 shows these volumes at various locations in the street system and at selected intersections along 1st Avenue South. Traffic is controlled primarily by stop signs, and by traffic signals located at the intersections of 1st Avenue South with SW 174th Street, SW Normandy Road, SW 199th Street and SW 200th Street.

Table 4.06 provides intersection Level of Service (LOS) results calculated from traffic counts collected during September 2014. Results indicate that all City-owned intersections meet the established automobile LOS standards.

Intersections along the portion of 1st Avenue South signed as SR 509 within Normandy Park (between 174th Avenue South and the southern City Limit) are maintained by WSDOT and are the subject to LOS standards developed jointly by WSDOT and the PSRC. The City is supportive of these standards and will continue to coordinate with WSDOT to maintain mobility along this corridor.

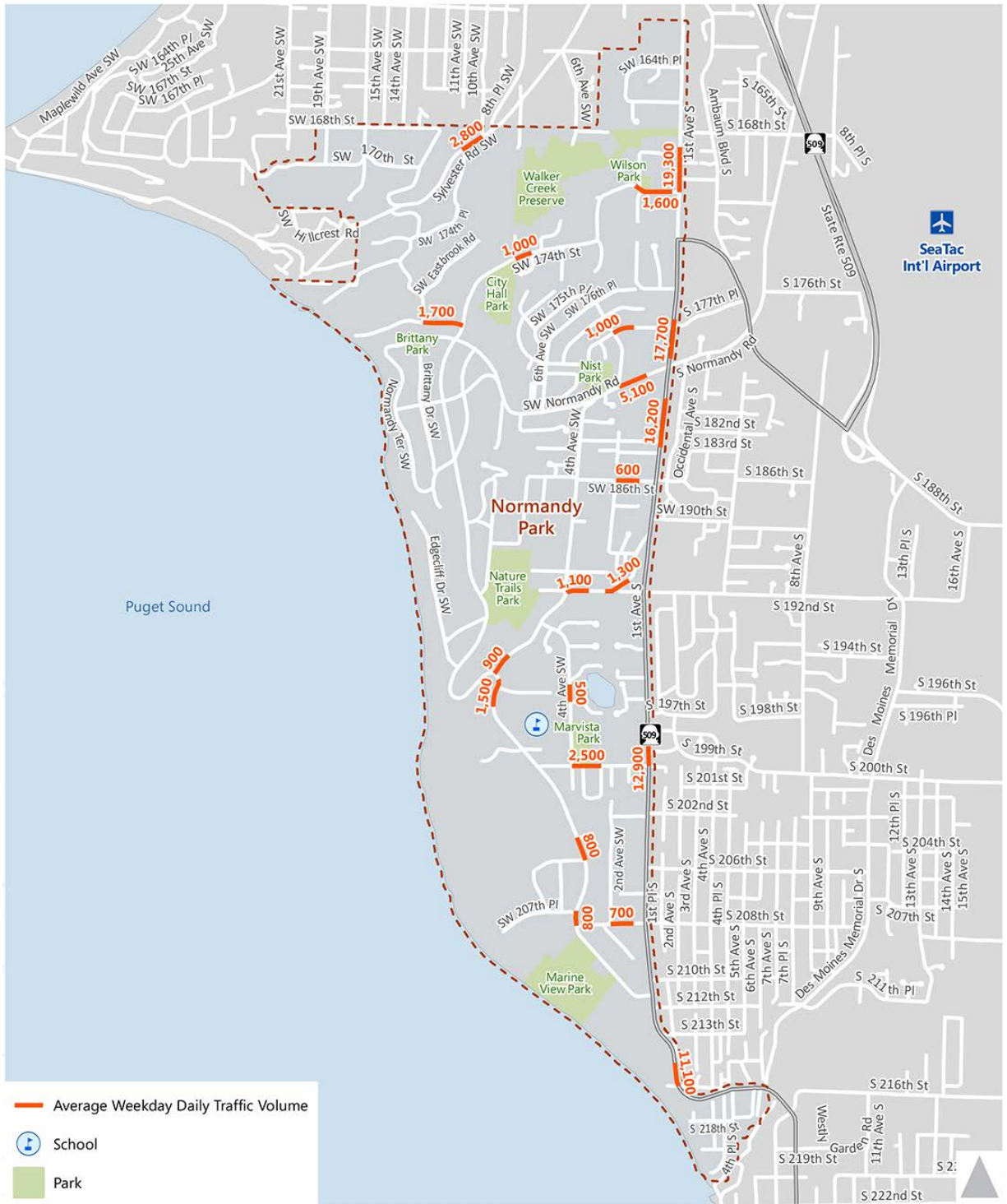


Figure 4.03 - Existing Average Weekday Traffic Volumes (Fehr & Peers)

Table 4.06 - 2014 Level of Service (PM Peak Hour)

#	Intersection	Traffic Control	PM Peak Hour	
			LOS ¹	Highest Delay Movement ²
1	1st Avenue S / SW 171st Street	SSSC ³	C	EBL
12	12th Avenue SW / SW Shorebrook Drive	AWSC ⁴	A	-
13	Marine View Drive SW / SW Normandy Terrace	SSSC	B	EBL

1 = LOS = Level of Service

2 = The highest delay movement is used to calculate LOS at SSSC intersections. NB = northbound; SB = southbound; EB = eastbound; WB = westbound; L = left; T = through; R = right

3 = SSSC = side-street stop controlled

4 = AWSC = all-way stop controlled

Source: Fehr & Peers, 2014

Transit Service

Bus service with stops along 1st Avenue South is currently provided by King County Metro (Metro) Routes 121 and 166. This Metro service links Normandy Park with Des Moines, Burien, Kent, downtown Seattle, and points between. Buses run at various intervals depending on the time of day and day of the week. Bus service is most frequent during the weekday AM and PM peak hours. Approximate travel times from Normandy Park to downtown Seattle can be an hour or more, and despite its proximity to SeaTac Airport, transit access is difficult - the trip requires a transfer and the stops along the route result in an hour ride. Increased demand for local service may also grow as more residents seek to access the light rail system described below.

Bus stops are currently placed approximately a quarter mile apart on both sides of the corridor. Bus shelters are provided on the most popular stops.

In addition to the existing bus service, an extension of the Sound Transit light rail system to South 200th Street near Pacific Highway South (Angle Lake Station) will be complete by late 2016. The station will also include an adjacent 1,050-stall parking garage for park-and-ride commuters.

Walking

Normandy Park's residential streets - and their strictly enforced 15 and 25 mph speed limits - are conducive to pedestrian and bicycle activities. While there is some shopping within walking distance, foot traffic is often recreational. Some school-age children within a

one-mile radius of Marvista Elementary walk to school. Outside of this radius, there is school bus service.

Table 4.07 shows the mileage and percentage of city streets with sidewalks by classification. The majority of sidewalks in the city are located on secondary arterials. The existing walking level of service (LOS) ratings for major and secondary arterials are depicted in Figure 4.04. As the figure indicates, there are multiple gaps in sidewalk continuity along 1st Avenue South. Sidewalks are also absent from SW 208th Street, Normandy Park Drive SW between 1st Avenue South and 4th Avenue SW, and the secondary arterials northwest of Walker Creek.

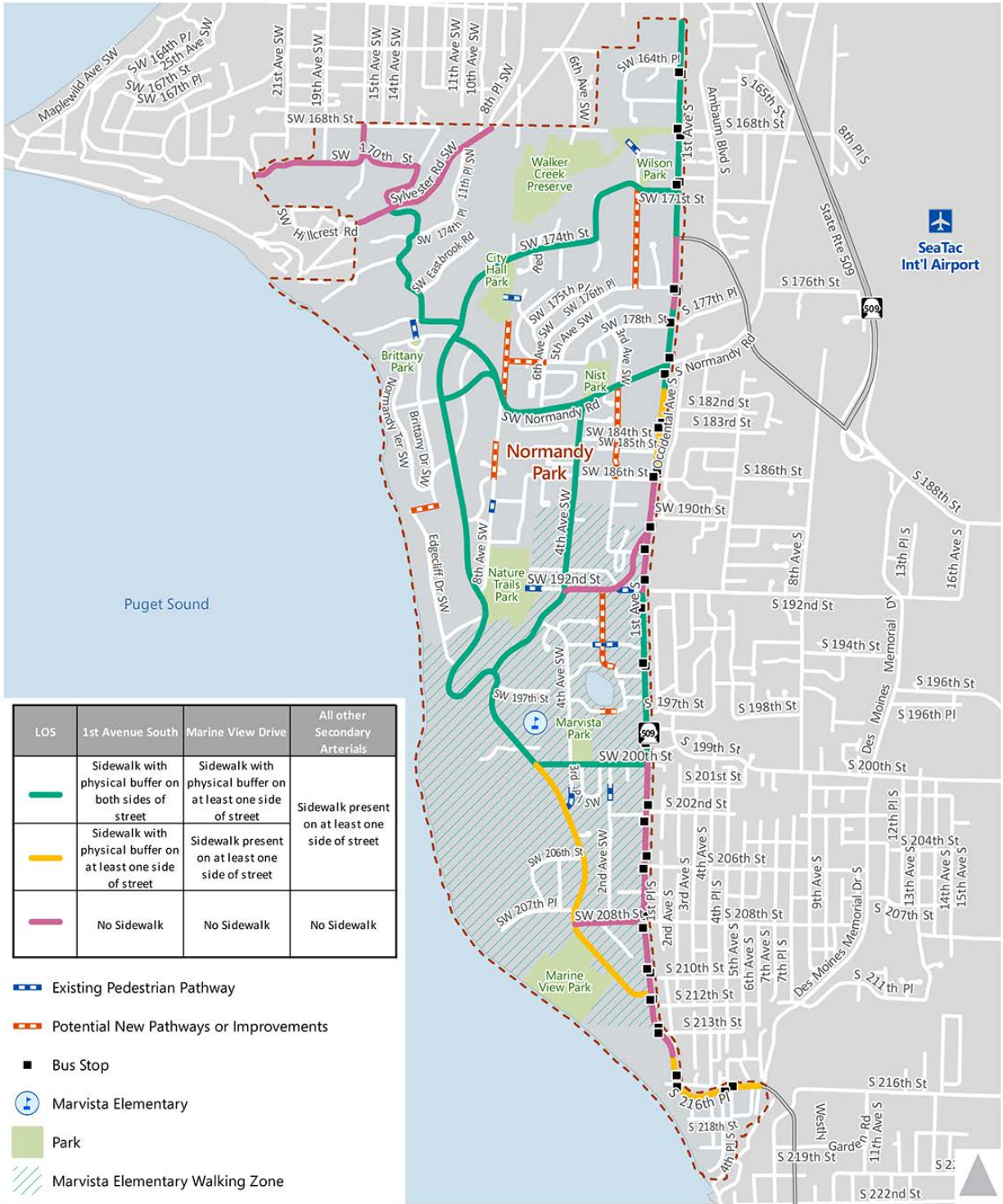


Figure 4.04 – Walking Level of Service conditions (Fehr & Peers)

Table 4.07 - Streets with Sidewalks, by Classification

Classification	Sidewalk Mileage	% w/ Sidewalks
Major Arterials (both sides of street)	3.8 miles	52%
Secondary Arterials	6.6 miles	90%
Access Streets	1.3 miles	6%
City Totals	11.7 miles	33%

Biking

The City of Normandy Park has identified four priority corridors for dedicated biking infrastructure – 1st Avenue South, SW 200th Street, Marine View Drive SW, and connections between Marine View Park and the future Lake to Sound Trail. Of these corridors, only 1st Avenue South currently provides biking accommodations. Marked bike lanes are present on 1st Avenue South from SW 192nd Street to SW 200th Street. The remaining portions of 1st Avenue South within Normandy Park have paved shoulders that can accommodate bicyclists.

On all other corridors, low speeds and traffic volumes make it suitable for bicyclists to share the roadway with vehicle traffic.

Transportation “Mode Split”

The King County Countywide Planning Policies call for cities to establish mode split goals. The term mode split is used to describe the percentage of people that travel by a particular means or mode of transportation. Nationwide, about 76 percent of the population commute alone by auto. Transit users make up five percent, carpooling makes up 12 percent, and a small percentage of the population bike or walk to meet their transportation needs.

Journey to work mode split estimates from the US Census Bureau are provided for 2000 and 2013 in Table 4.08. The data indicate that Normandy Park mode split is similar the nationwide average but has a slightly higher share of commuters driving alone. Between the 2000 Census and 2013 American Community Survey data sets, the share of people driving alone, carpooling, and working from home increased, while transit and walk/bike commuting declined slightly.

Table 4.08 – Journey to Work Estimated Mode Split Percentages, 2000 & 2013

	Single Occupancy Vehicle	Carpool	Transit	Walk/Bike	Worked from home
2000 (Census data)	78.4%	11.1%	4.4%	2.2%	3.9%
2013 (American Community Survey)	79.5%	11.8%	2.3%	1.2%	5.2%

Note: 2010 Census journey-to-work data not currently available

Land Use & Traffic Forecasting Assumptions

The Washington State Growth Management Act requires that land use assumptions be accounted for in the Transportation Element to ensure that transportation policies are consistent with land use policy. Because land use and transportation are so interrelated, these assumptions are important to clarify the basis of present and future levels of service and the improvements necessary to maintain those levels. The following land use assumptions were used:

- The majority of residential and commercial growth within the City would occur as part of the Manhattan Village development. The land use and transportation implications of this potential development were previously documented in the 2012 Manhattan Village Subarea Plan & Planned Action Ordinance (PAO). For this Comprehensive Plan, the travel demand forecasts were developed using PSRC land estimates for 2035 (for the City and region) and the full build-out of land use allowable for Manhattan Village under the PAO. These travel demand forecasts were used to predict 2035 LOS operations at City intersections for the future needs analysis.
- Land use growth in neighboring communities (such as Des Moines, Burien, and SeaTac) and the surrounding region will corresponded to PSRC future land use estimates for 2035.
- Outside of Manhattan Village and the Towne Center neighborhood center areas, Normandy Park is predominantly a low-density residential community that is almost fully developed. Significant residential development activity is not anticipated. However, since the number of city households is expected to increase by 0.4% per year according to PSRC land use projections, local access street and secondary arterial traffic volumes can be expected to

grow by no more than 0.5% per year during the PM peak hour

- Commercial activities in Normandy Park are grouped in a way that focuses trip generation and destination into specific locations
- The relatively low traffic volumes and quiet streets of the community are conducive to non-motorized modes, including pedestrian and bicycle transportation
- 1st Avenue South may experience a reduction in vehicles volumes with the planned extension of SR 509 from Des Moines Memorial Drive to I-5. Currently, the SR 509 project remains partially unfunded and the timeline for construction remains uncertain, so the effect of this project on 1st Avenue South was not included in the traffic forecasts to arrive at a conservative estimate of travel demand.

The concept of concurrency is an important element of the Growth Management Act when reviewing and approving land use developments. Concurrency is a legal concept in the Growth Management Act that requires adequate public facilities be available when the impacts of development occur. The concept of concurrency is based on the maintenance of specified Levels of Service (LOS) with respect to each of the public facilities to which concurrency applies.

As discussed the LOS Measurement section, the City of Normandy Park has developed LOS standards for its transportation system network, including all relevant modes of travel (automobile, transit, walking, and biking). The LOS measurements for transportation facilities are established based on existing population levels and regionally projected growth. If a proposed development would result in a reduction in the LOS for a transportation facility, the proposed development may not be approved, or may be conditionally approved.

Conditional approval of a proposed development that will adversely impact the existing LOS may require a developer agreement to mitigate the impacts. Impact mitigation may include direct improvements to the adversely impacted facilities concurrent with project development, or impact mitigation fees based on LOS impact. For the purpose of this element, concurrent with project development could mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years. In the case of a financial commitment, the developer should be required to pay mitigation fees for adverse impacts caused by the proposed development. The fees could be placed in an account for future improvements when sufficient funds are available to complete the project(s).

Development impacts should be evaluated as authorized by the State Environmental Policy Act (SEPA) (RCW 43.21C), and supported by the Normandy Park Municipal Code, Chapter 13.12, and SEPA Rules.

Future Conditions & Needs

Automobile Traffic & Street System

The City intends to maintain its existing single-family residential character. As stated in the land use element, population growth is expected to be minimal. Given these assumptions, and the City's efforts to encourage pedestrian/non-motorized alternative travel and improved access to public transit, vehicular travel demand and trip characteristics are anticipated to remain relatively stable.

The commercial developments along 1st Avenue South will continue to be the primary service destinations within the city, and will continue to generate traffic on First Avenue South, concentrated from SW 178th Street to Normandy Road at the Manhattan Village development, and to a lesser degree at SW 200th Street.

As described in the "Land Use and Traffic Forecast Assumptions" section, year 2035 traffic forecasts were developed for Normandy Park using the results from the MVSP and PSRC land use projections.

Table 4.09 compares the resulting 2035 intersection LOS grades to existing conditions. The LOS results indicate that all City-owned intersections would meet the City LOS grade "C" standard in 2035. Intersections along the portion of 1st Avenue South signed as SR 509 within Normandy Park (between 174th Avenue South and the southern City Limit) are maintained by WSDOT and are the subject to LOS standards developed jointly by WSDOT and the PSRC. The City is supportive of these standards and will continue to coordinate with WSDOT to maintain mobility along this corridor.

Table 4.09 – Future Intersection Level of Service - PM Peak Hour

#	Intersection	Traffic Control	LOS ¹	Existing		2035 with MVSP ²	
				LOS	Highest Delay Movement ³	LOS	Highest Delay Movement
1	1st Avenue S / SW 171st Street	SSSC ⁴	C	C	EBL	C	EBL
12	SW Shorebrook Drive	AWSC ⁵	C	A	-	A	-
13	Marine View Drive SW / SW Normandy Terrace	SSSC	C	B	EBL	B	EBL

1 = LOS = Level of Service

2 = MVSP = Manhattan Village Subarea Plan

3 = The highest delay movement is used to calculate LOS at SSSC intersections. NB = northbound; SB = southbound; EB = eastbound; WB = westbound; L = left; T = through; R = right

4 = SSSC = Side-Street Stop Controlled

5 = AWSC = All-Way Stop Controlled

Source: Fehr & Peers, 2015

Per the City LOS standards, no improvements are required to accommodate future traffic demand growth. However, the MVSP recommends several mitigations to improve site access and accommodate the increase in vehicle trips on city streets near Manhattan Village:

- 1st Avenue South/SW 178th Avenue – Install a traffic signal in order to provide adequate access and enhanced pedestrian safety
- Access points to Manhattan Village - Improvements include a main public access drive leading from SW 178th Street into the commercial area east of 2nd Ave SW. Shifts in street design features west of this entryway such as reduced street widths, bump-outs, and/or signs will be required to minimize unauthorized use of 2nd Avenue SW and traffic flow west of this intersection. However, as a private drive, the City’s control of the parcel is limited, and future design and use of 2nd Avenue SW may change depending on owner need and/or existing shared use agreements
- 1st Avenue South/ SW Normandy Road – Increased delay due to additional demand at the southbound and eastbound approaches shall be mitigated by striping the southbound approach of this intersection to include a shared through-right turn rather than an exclusive right-turn lane. This modification is expected to improve signal operations.

Review of the receiving leg (just south of the intersection) suggests that there is sufficient existing roadway space to strip a southbound merge lane.

Per the MVSP Final EIS, these improvements are not needed until the site redevelops and costs will be borne by the developers.

SR 509 Extension

WSDOT is currently working on a Phasing Plan for extending the freeway portion of SR 509 from its current terminus at Des Moines Memorial Drive to I-5 near South 216th Street. The first phase of this extension, including one general-purpose lane in each direction and truck climbing lanes on major up-slopes, is expected to open in 2025. The full build-out, adding one HOV lanes in each direction, would occur by 2045.

Traffic volumes along 1st Avenue South, which carries the SR 509 designation for most of its length in Normandy Park, would likely decrease when the SR 509 extension is complete. However, funding is not yet fully secured for first-phase design and construction, so the extension was not assumed in the 2035 Normandy Park traffic forecasts to reflect a worst-case scenario for traffic demand on 1st Avenue South.

Transit Service

Transit ridership from Normandy Park is relatively low, and there is sufficient capacity and opportunity for those who choose to use it. However, ridership by city residents could be increased through some qualitative changes in the way transit service is provided. A small bus or van routed along SW 171st Street/174th Street and Marine View Drive would help Normandy Park's senior citizens and those with impaired mobility. Improvements in pedestrian facilities and the opening of rights-of-way for pedestrian use could shorten trips to 1st Avenue South, making transit a more appealing option for some residents.

Sound Transit will complete an extension of the light rail system to a new station at South 200th Street near Pacific Highway South by late 2016 (Angle Lake Station), including a 1,050 stall parking garage for park-and-ride commuters. This extension may greatly improve transit access to SeaTac airport, downtown Seattle, and the University District for Normandy Park residents, and the desire for a shuttle connection to the new station was expressed at multiple community meetings. Before the station begins operations in 2016, the City should work closely with Sound Transit and Metro to assess the feasibility of transit service connecting Normandy Park to the new station.

Walking & Biking

Walking and biking activity is associated with exercise, recreation and ease of access between points within the city. Based on existing sidewalk LOS deficiencies on key arterials (shown in Figure 4.04), the need for biking infrastructure along priority corridors, and opportunities from various grant awards, the City plans to pursue the following non-motorized projects:

- 200th Street SW & 1st-4th Avenue Complete Streets – This project would provide school walk route pedestrian and bicyclist safety improvements, ADA compliance, additional parking availability, and school zone crossing improvements. *Funding Eligibility: WSDOT Safe Routes to Schools Program; Pedestrian and Bicycle Safety Program*
- Marvista School 4th Avenue SW Complete Streets – This project would provide school walk route pedestrian and bicyclist safety improvements, ADA compliance, additional parking availability, and school zone crossing improvements. *Funding Eligibility: WSDOT Safe Routes to Schools Program*
- SW Normandy Road & 1st-4th Avenue LID – An at-grade sidewalk with minimal physical separation is currently located only on the north side of this roadway segment. This project would construct Low Impact Development (LID) sidewalks with curb and gutter on both sides of SW Normandy Road. *Funding Eligibility: Department of Ecology Stormwater Grant; Transportation Improvement Board Sidewalk Grant*
- SW Normandy Road & 4th-8th Avenue Sidewalks – This project would install a new sidewalk with ADA compliant design on the south side of the roadway segment. *Funding Eligibility: Department of Ecology Stormwater Grant*
- SW 186th Street & 1st-4th Avenue Sidewalk/Drainage/Chip-seal – Sidewalks are not currently provided on SW 186th Street. This project would provide LID sidewalks with curb and gutter on both sides of SW Normandy Road. *Funding Eligibility: Department of Ecology Stormwater Grant*
- SW 178th & 1st-2nd Avenue LID Sidewalks – Continuous sidewalks are not currently provided on SW 178th Street. This project would provide low impact development (LID) sidewalks with curb and gutter on both sides of SW Normandy Road. *Funding Eligibility: Department of Ecology Stormwater Grant*

- Marine View Drive Sidewalk Improvements from 1st Avenue South to SW 200th Street – This project would install a new sidewalk with ADA-compliant design on the east side of the roadway segment. The sidewalk would be separated from traffic lanes by a five-foot wide planting buffer, unless physical constraints would prevent installation of a buffer
- 1st Avenue South Non-Motorized & Traffic Operations Improvement Study – There are currently multiple gaps in sidewalk continuity along 1st Avenue South. The City will conduct a study to determine an optimal set of walking, biking, and traffic improvements that would enhance mobility and access for all modes along 1st Avenue South. In particular, residents have expressed the desire for more bus shelters and crosswalks along the corridor. Upon completion, the City will coordinate with WSDOT to determine an implementation plan
- Pedestrian Improvements Study for Off-Street Connections and Secondary Arterials – This study will identify and prioritize a set of non-motorized improvements including potential off-street connections within City-owned rights-of-way, sidewalk gaps on secondary arterials, separated bike facilities for Marine View Drive SW, and potential bike connections between the future Lake to Sound Trail and Marine View Park.

In addition to the priorities listed above, the MVSP recommends several mitigations to accommodate non-motorized users:

- 1st Avenue South/SW 178th Avenue – Install a traffic signal in order to provide adequate access and enhanced pedestrian safety
- 2nd Avenue SW/SW 178th – To discourage cut-through vehicle traffic from/to the commercial center, install a raised crosswalk and different materials
- 3rd Avenue SW/SW 178th, 4th Avenue SW/SW 180th Street + 4th Avenue SW/ Normandy Road and 3rd Avenue SW/ SW Normandy Road - The installation of sidewalks, crosswalks, and improved lighting to enhance pedestrian access to Nist Park
- 2nd Avenue SW non-motorized pathway – Construct a non-motorized pathway along the 2nd Avenue SW alignment from SW Normandy Road to SW 186th Street, concurrent with the future redevelopment of adjacent properties.

Per the MVSP Final EIS, these improvements are not needed until the site redevelops and costs will be borne by the developers.

Mode Split Trends & Reducing Single-Occupant Vehicle Usage

According to 2000 and 2013 journey-to-work data released by the US Census Bureau (See Table 4.08), the share of commute trips made by transit and biking/walking may have decreased in the past 15 years. With the planned completion of additional sidewalks and dedicated bike lanes along 1st Avenue South and the planned neighborhood center development at Manhattan Village, the City expects long-term increases in both transit use and bike/walk trips.

Additional shifts from single occupancy vehicles to alternative travel modes (e.g. walking, biking, and transit) could be achieved by the following techniques:

- Prioritizing additional pedestrian and transit corridor improvements
- Monitoring major employer compliance with Commute Trip Reduction Act. Major employers include public and private entities that employ 100 or more full-time employees at a single worksite. Though no employers within Normandy Park currently qualify as major, the City should continue to monitor this status as commercial redevelopment continues along 1st Avenue South
- Working with transit providers to pursue new service, particularly after completion of the light rail extension to S. 200th Street near Pacific Highway South in SeaTac (new Angle Lake Station).

Transportation Improvements & Financing

This section introduces a 20-year capital plan consisting of transportation projects and improvements that would help the City meet current and future system demands and otherwise pursue Comprehensive Plan goals and policies. The total cost of this 20-year list is then summarized along with City funding capability and probable funding resources.

Capital Plan

The overall capital plan was developed to create a transportation system that realizes Normandy Park's vision and embodies the transportation-focused goals within the Comprehensive Plan. With these goals in mind, as well as the future transportation vision

described in the previous section, a 20-year project list was developed. Project descriptions and estimated costs are provided in Table 4.10 with locations illustrated in Figure 4.05. Projects included on this list are considered community priorities for which the City has begun identifying funds. These projects provide a starting point for the City in developing its financial constrained Six-Year Capital Improvement Plan, which is updated every two years and is developed based on more updated knowledge related to project feasibility and funding availability.

Table 4.10 – 20-Year Capital Improvement List

Map ID	Project	Improvement Type	Estimated Cost (\$)¹	
			Total	City Funds
1	SW Normandy Road and 1st-4th Avenue LID	Non-motorized improvement	1,307,000	640,750
2	Manhattan Neighborhood Storm Drainage/Chip Seal	Infrastructure, preservation, and maintenance	250,000	250,000
3	Normandy Road & 4th Avenue Embankment	Infrastructure, preservation, and maintenance	152,000²	0
4	12th Avenue SW Walker Creek Culvert Replacement	Infrastructure, preservation, and maintenance	1,047,800	100,000
5	SW 186th Street & 1st-4th Avenue Sidewalk/Drainage/Chipseal	Non-motorized improvement	1,097,980	367,980
6	200th Street SW & 1st-4th Avenue Complete Streets	Complete Street	1,256,000	197,000
7	SW Normandy Road & 4th-8th Avenue Sidewalks	Non-motorized improvement	531,480	241,480
8	1st Avenue South at Normandy Road Signal Improvements	Intersection Improvement	4,944,000	100,000
9	Marvista School 4th Avenue SW Complete Streets	Complete Street	625,500	100,500
10	SW 178th & 1st-2nd Avenue LID Sidewalks	Non-motorized improvement	716,880	184,880
11	Normandy Park Drive SW & 1st-4th Avenue Shared Bike Path	Non-motorized improvement	693,190	243,190
TOTAL			\$13,989,832	\$2,425,780

1 = Cost estimates from 2016 – 2021 Six-year Transportation Improvement Program unless otherwise noted.

2 = Currently seeking grant funding.

3 = Planning-level cost estimate for design and construction based on unit cost calculation.

4 = Actual cost may be refined as City-assessed scope of study.

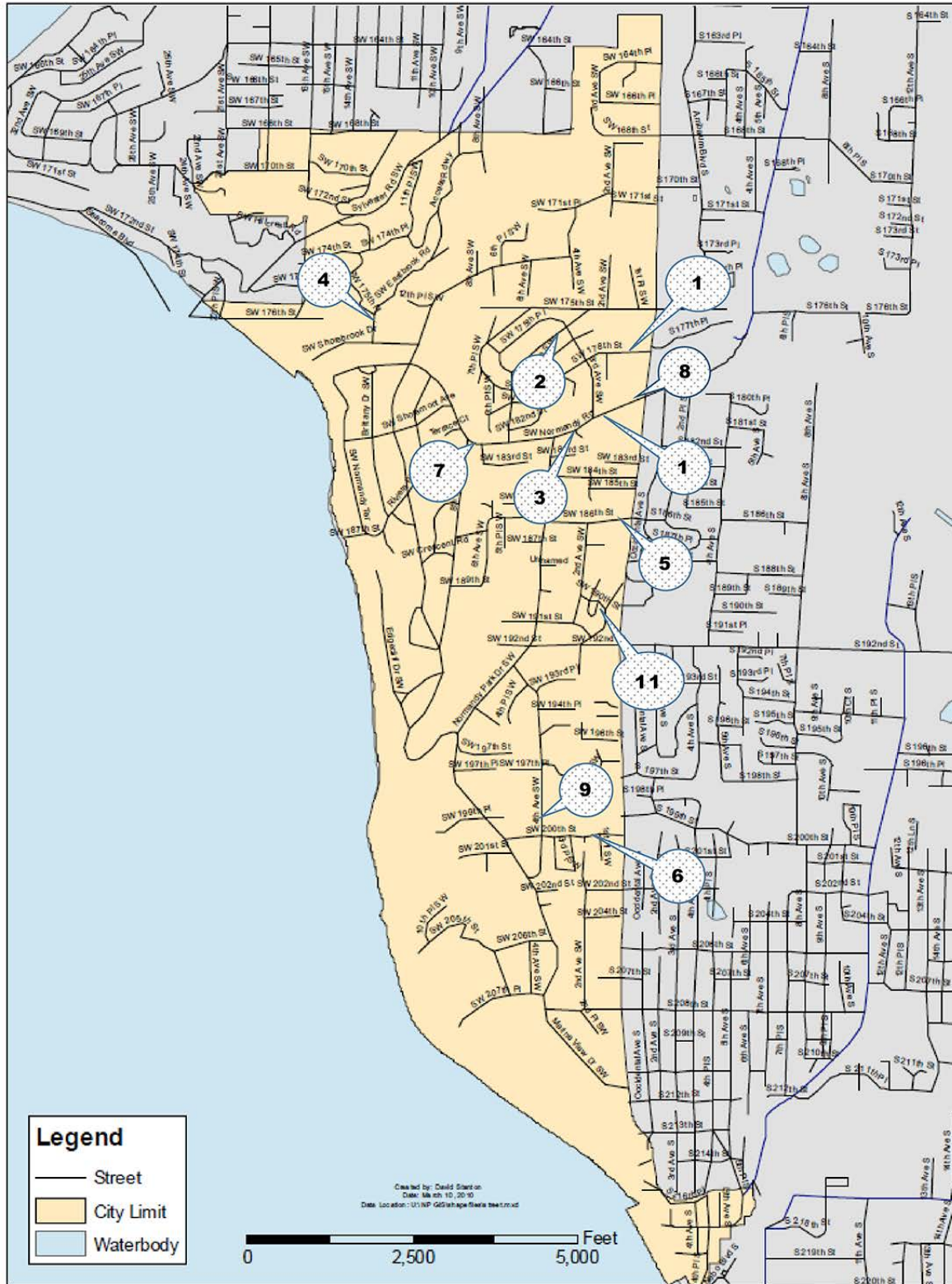


Figure 4.05 – Normandy Park 20-Year Capital Improvement List (Note: Project numbers refer to IDs in Table 4.10) (City of Normandy Park)

In addition to the 20-year project list, there are several transportation improvements recommended by the Manhattan Village Subarea Plan (MVSP):

- Access points to Manhattan Village - Improvements include a main public access drive leading from SW 178th Street into the commercial area east of 2nd Avenue SW. Shifts in street design features west of this entryway such as reduced street widths, bump-outs, and/or signs will be required to minimize unauthorized use of 2nd Avenue SW and traffic flow west of this intersection. However, as a private drive, the City's control of the parcel is limited, and future design and use of 2nd Avenue SW may change depending on owner need and/or existing shared use agreements
- 1st Avenue South/SW 178th Avenue – Install a traffic signal in order to provide adequate access and enhanced pedestrian safety
- 2nd Avenue SW/SW 178th – Install a raised crosswalk and textured pavement materials to discourage cut-through vehicle traffic from/to the commercial center
- 3rd Avenue SW/SW 178th, 4th Avenue SW/SW 180th Street, 4th Avenue SW/Normandy Road and 3rd Avenue SW/SW Normandy Road - The installation of sidewalks, crosswalks, and improved lighting to enhance pedestrian access to Nist Park
- 1st Avenue South / SW Normandy Road – Increased delay due to additional demand at the southbound and eastbound approaches shall be mitigated by striping the southbound approach of this intersection to include a shared through-right turn rather than an exclusive right-turn lane. This modification is expected to improve signal operations. Review of the receiving leg (just south of the intersection) suggests that there is sufficient existing roadway space to stripe a southbound merge lane
- 2nd Avenue SW non-motorized pathway – Construct a non-motorized pathway along the 2nd Avenue SW alignment from SW Normandy Road to SW 186th Street, concurrent with the future redevelopment of adjacent properties.

Per the MVSP Final EIS, these improvements are not needed until the site redevelops and costs will be borne by the developers.

Financing

A key GMA planning requirement is the concept of fiscal restraint in transportation planning. A fiscally constrained transportation element must first allow for operation and maintenance of existing facilities, and then capital improvements. To introduce fiscal constraint into the plan, an inventory of revenues and costs was

undertaken to identify funds that are likely to be available for capital construction and operations.

This transportation element contains a variety of projects that would likely cost between \$4.7 and \$8.3 million over 20 years. Table 4.11 summarizes the expected City contributions for transportation investments by type. This element focuses on capital projects that will help the City achieve its mobility goals and also include ongoing pavement maintenance to ensure that the roadway network is kept in good condition.

Table 4.11 – Cost of Normandy Park Transportation Element (20 Years)

Project Type		Total Cost, City Contribution (\$)
20-Year Capital Improvement List	Non-motorized improvement	\$2,145,000
	Infrastructure, preservation, and maintenance	\$350,000
	Intersection Improvement	\$297,000
	Complete Street	\$100,000
	Study	\$200,000
Pavement Maintenance/Management Program ¹		\$1,650,000 – \$5,250,000
TOTAL		\$4,742,000 – \$8,342,000

1 = Derived annual spending recommendations from Pavement Maintenance/Management Program Report (May 2015). Preservation projects that are already included in the 20-year Capital List have been subtracted from the recommended program cost range.

It is worthwhile to note that annual funding for transportation (including maintenance) in Normandy Park has averaged \$200-300 thousand in recent years. Revenues include those from general City funds, real estate excise taxes, and gas tax receipts. If the City were able to maintain this level of revenue, it could afford between \$4 and \$6 million in transportation projects over the next 20 years.

The comparison of revenues to costs indicates that the City will need to carefully prioritize its projects, since not all of the transportation needs are likely to be affordable with existing revenue sources during the 20-year period, particularly if the City expects medium-to-high investment in the Pavement Maintenance/Management Program. If this occurs, the City has several options:

- Seeking additional federal and state funds/grants

- Encouraging public/private partnerships for financing transportation projects
- Consider implementing impact fees for new developments, and/or
- Collecting Transportation Benefit District fees.

Policy overview

The goals and policies contained in the following section help direct the future of Normandy Park as related to transportation, including non-motorized and recreational travel. In summary, they include language directing:

- Work to maintain established Levels of Service (LOS) for all identified modes of travel
- Work with surrounding jurisdictions and transportation planning agencies to optimize in-city services and improve transit options for residents
- Careful planning and transportation investments that support land use objectives, promote resource conservation and protect community character
- Maintaining a Transportation Improvement Plan (TIP), optimizing system function and helping make investments timely and cost-effective
- Promotion of alternative modes of travel, such as electric vehicles, cycling and walking
- Inclusion of lifecycle and other costs in transportation planning, and consideration of grants, public/private partnerships and other means for funding such projects
- Coordinated use of trails within greenbelts, parks or City rights-of-way as part of the transportation system.

Transportation Goals & Policies

<p>G.01-XP</p>	<p>Improve and maintain the street system consistent with the City's land use policies and overall character.</p>
<p>G.02-XP</p>	<p>Maintain established Level of Service (LOS) standards for the street system, supporting alternative means of transportation including walking, bicycle riding, and public transit.</p>
<p>P.01-XP</p>	<p><i>Maintain the efficiency of traffic flow by monitoring traffic, upgrading traffic control devices and developing traffic management techniques as appropriate.</i></p>
<p>P.02-XP</p>	<p><i>Support coordinated efforts between the City and other jurisdictions including neighboring cities, the county, region and state to:</i></p> <ul style="list-style-type: none"> • <i>Develop transportation plans and projects</i> • <i>Coordinate land use with transportation planning</i> • <i>Develop funding and concurrency strategies to meet the requirements of GMA</i> • <i>Coordinate public transportation, including opportunities for local circulator routes (sweep shuttles) and service to the new S. 200th Street light rail station.</i>
<p>P.03-XP</p>	<p><i>Ensure that streets and circulation systems are designed and constructed according to City standards.</i></p>
<p>P.04-XP</p>	<p><i>Include emergency service providers in review of roadway designs to ensure adequate emergency vehicle passage.</i></p>
<p>P.05-XP</p>	<p><i>Design circulation system improvements to promote safety and fuel conservation and reduce environmental impacts, including toxic surface water runoff, air pollution, and noise levels in residential areas.</i></p>

- P.06-XP *In the annual update of the six-year Transportation Improvement Program, consider:*
- *The priorities established in the Capital Facilities Plan*
 - *Recent land use decisions*
 - *Street sections that are substandard and in need of repair and/or upgrading*
 - *Pedestrian and bikeway improvements that will reduce vehicle trips*
 - *Opportunities to place utility lines underground.*

P.07-XP *Continue the redevelopment of 1st Avenue South as a multimodal street, identifying a final design vision and coordinating with WSDOT to implement.*

- P.08-XP *Evaluate traffic impacts of subdivisions and proposed new residential and commercial developments pursuant to the State Environmental Policy Act to:*
- *Determine whether the proposal would cause the level of service on city streets to fall below the levels of service identified in the City's Comprehensive Plan*
 - *Impose mitigation, require phasing, or if there is no other feasible alternative, to deny or delay the development until funds are available to meet the adopted levels of service.*

Alternatively, development may be approved if a financial commitment to provide those improvements within six years is secured.

P.09-XP *Manage single occupant vehicle usage and encourage walking, biking, carpooling, and transit ridership to reduce greenhouse gas emissions and foster public health. Methods may include:*

- *Prioritizing pedestrian and transit corridor improvements*
- *Monitoring employer compliance with Commute Trip Reduction Act, if applicable*
- *Working with transit providers to pursue new local circulator ("sweep shuttle") and light rail shuttle service*
- *Working with METRO and PSRC on efforts to increase carpooling and transit ridership*
- *Encourage use of low-emission vehicles.*

- P.10-XP *Encourage and promote the use of alternative fuel vehicles (including electric and fuel cell) as they are developed in all automobile, truck, and commercial vehicle classes, supporting the use of such vehicles in ways that are safe and don't impede traffic flow.*
- P.11-XP *Support the use of Normandy Park's street network by Neighborhood Electric Vehicles (vehicles usually built for top speeds of 25 miles per hour) and other emerging technologies, where appropriate and consistent with State law.*
- P.12-XP *Work with the owners, managers, and tenants of commercial properties to provide electric vehicle charging opportunities at private parking lots within the city.*
- P.13-XP *As alternative fuel vehicles become more widely available, ensure building codes do not unduly burden the development and implementation of compatible fueling stations.*
- P.14-XP *Enhance pedestrian and bicycle opportunities, and preserve the capacity of city streets by expanding the existing system of sidewalks and trails to create a more effective pedestrian/bicycle circulation system. Give priority to:*
- *1st Avenue South*
 - *Marine View Drive*
 - *Internal pedestrian paths, allowing walkers to return to their origin without having to go on 1st Avenue or double back*
 - *East-west sidewalks, such as along Normandy Park Drive SW that provide the best opportunities for improving east-west circulation.*
- P.15-XP *Work with Metro and other agencies involved in public transportation to provide improved transit services for city residents, including local circulator routes ("sweep shuttle") and service to the new S. 200th Street light rail station.*
- P.16-XP *Coordinate public transportation planning with adjacent communities and regional transportation systems, including the pursuance of transit service connections to the new South 200th Street light rail station.*

P.17-XP	<i>Support work to reduce Single-Occupancy Vehicle use, including METRO and PSRC efforts that increase carpooling and transit ridership.</i>
P.18-XP	<p><i>Ensure a sustainable street system by:</i></p> <ul style="list-style-type: none"> <i>• Prioritizing the maintenance and repair of existing facilities, guided by the May 2015 Pavement Maintenance/Management Program report</i> <i>• Considering the best available lifecycle costs for capital improvements, including operation and maintenance costs; environmental, economic, and social impacts; and any replacement or closure costs.</i>
P.19-XP	<i>Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.</i>
P.20-XP	<i>Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly and the young, and low-income populations.</i>
G.02-CF	Develop and maintain the City’s public facilities to ensure adopted levels of service exist for current users and for forecast growth.
G.03-CF	Actively influence the future character of the city by coordinating the development of City facilities and services with adopted land use patterns and intensities.
P.02-CF	<i>Coordinate land use and public works activities with an ongoing program of long-range financial planning to ensure availability of fiscal resources for implementing the Capital Facilities Plan (CFP).</i>
P.03-CF	<i>Where appropriate and reasonable, utilize utility and transportation rights-of-way for public access and use.</i>

P.04-CF	<p><i>Ensure that plans consider the best available lifecycle cost of a capital improvement, including operation and maintenance costs; environmental, economic, social impacts and any replacement or closure costs. Seek to secure adequate funding for transportation through a variety of methods, including:</i></p> <ul style="list-style-type: none"> • <i>Federal and state funds/grants</i> • <i>Public/private partnerships for financing projects that remedy problems or foster economic growth</i> • <i>Impact fees for new developments</i> • <i>Transportation Benefit District or other district fees.</i>
P.08-CF	<p><i>Encourage the location of utility facilities on appropriate and available lands, including location within transportation corridors and public rights-of-way.</i></p>
P.12-CF	<p><i>Encourage methods of dispersing surface water, including reducing the impervious surface area of new development.</i></p>
P.13-CF	<p><i>Promote conservation of electricity, water and fuels in City facilities and vehicles.</i></p>
P.33-CF	<p><i>Encourage the use of public rights-of-way for multiple purposes, including basic transportation, major utilities, stormwater systems and recreational trails.</i></p>
P.34-CF	<p><i>Base the siting of public facilities on, but not limited to, the following criteria:</i></p> <ul style="list-style-type: none"> • <i>Specific facility requirements (acreage, transportation access, etc.)</i> • <i>Land use compatibility</i> • <i>Potential environmental impacts</i> • <i>Potential traffic impacts</i> • <i>Fair distribution of such public facilities throughout the county</i> • <i>Citizen safety.</i>
G.01-PR	<p>Develop a system of parks, walking trails and recreation facilities that are financially sustainable, meet public recreation needs, and incorporate and enhance the natural environment.</p>
P.07-PR	<p><i>Work to connect parks facilities, public viewpoints and shoreline access areas using trails and bicycle pathways.</i></p>

P.11-PR	<i>Bicycle path planning should take into consideration opportunities for shoreline views.</i>
P.17-PR	<i>Assign a high funding priority to park projects that incorporate walking trails and/or eliminate safety hazards.</i>
P.16-EV	<i>All transportation facilities in shoreline areas should be constructed and maintained to cause the least possible adverse impacts on the land and water environments, should respect the natural character of the shoreline, and should make every effort to preserve wildlife, aquatic life, and their habitats.</i>
P.18-EV	<i>Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.</i>
G.01-LU	<p>Locate and organize land uses citywide to balance among objectives including:</p> <ul style="list-style-type: none"> • <i>Protection and enjoyment of natural resources</i> • <i>Optimized health, safety and welfare of citizens</i> • <i>Efficient, cost-effective service provision</i> • <i>Improved shopping and service options</i> • <i>Preservation of community character</i> • <i>Compatibility / reduced function and aesthetic conflicts among differing adjacent land uses.</i>
P.03-LU	<i>Support the location of higher-density housing near higher-capacity roadways and areas where transit is available or viable.</i>
P.04-LU	<i>Discourage the routing of primary access to high-intensity uses through single-family residential areas.</i>
P.05-LU	<i>Improve shopping and service options within Normandy Park, providing convenient access to day-to-day needs and boosting the local economy.</i>
P.07-LU	<i>Promote and coordinate the provision of public facilities with public and private development.</i>
P.08-LU	<i>Participate in the planning and siting of capital facilities by County or other agencies where such facilities may benefit or influence Normandy Park planning goals.</i>

P.12-LU	<i>Maintain and promote a built environment that is of high quality, is pedestrian oriented, and improves quality of life.</i>
P.18-LU	<i>Promote buffering between housing and noise-generating land uses through the use of berming, landscaping, setbacks, building orientation and other methods.</i>
P.19-LU	<i>Work with municipalities and agencies surrounding Normandy Park to ensure City notification and opportunity for comment on pending land use actions that may affect water quality, air, water or noise pollution, increased traffic or other factors that influence the local quality of life.</i>
P.22-LU	<i>Retain publicly-owned street ends.</i>

Numbering key: LU = Land Use; HO = Housing; XP = Transportation; CF = Capital Facilities; PR = Parks & Recreation; EV = Environment



Introduction

This Capital Facilities Element summarizes Normandy Park's existing capital facilities, services and capacities, and analyzes the ability of each system to meet future demands resulting from the city's projected growth or facility expected service life. This element also includes summary information and policies related to utilities.

Washington State's Growth Management Act (GMA) requires cities to prepare a capital facilities element consisting of:

- An inventory of current capital facilities owned by public entities, showing their locations and capacities
- A forecast of the future need for additional capital facilities
- The proposed locations and capacities of expanded or new capital facilities
- (At least) a six-year plan to finance capital facilities within projected funding capacities that clearly identifies sources of public money for such purposes
- A requirement to reassess land use policies if funding falls short of meeting needs, and ensuring that land use, facilities, and financing planning is coordinated and consistent.

This element reviews existing facilities and plans developed by the City and other entities, identifying potential issues and concerns regarding either existing services or current plans, followed by an analysis of the Levels of Service (LOS) provided by each service. Potential projects are then identified to address deficiencies or needs supporting the City's present and forecasted population.

This element also includes an analysis of the present and future financial capacity of the City to respond to future financing needs, including identifying some financial options and mechanisms

available to the City. On the basis of the financial analysis, the element includes a six-year capital facility funding plan.

Utility providers have the primary responsibility for utility planning. While Normandy Park relies on the plans prepared by the providers, the requirements of the Growth Management Act offer an opportunity for the City to identify ways to improve the quality of utility services offered, and to ensure that the services are provided consistent with the goals and policies of this plan.

As with other portions of this plan, this element guides decision making to achieve the community's goals, including enhancing the livability of residential areas, providing necessary infrastructure and services - leading effective stewardship of the environment, and enhancing local safety and quality of life.

Land Use / Facility Balance

The GMA requires that the Capital Facility Plan be capable of supporting the needs of the land use plan. Normandy Park's forecast population can be accommodated utilizing its existing infrastructure. Most of the planned facilities described in this plan improve either existing levels of service or provide additional benefits for public health and safety, and are not required to provide additional capacity to support the findings of the land use plan.

Inventory & Analysis

The inventory presented in this element provides information in an organized format useful to the planning process. The inventory summarizes general information pertaining to the existing facilities and utility services in the City, and includes a discussion of distribution systems, capacity and demand.

The City does not directly provide all of the capital facilities usually associated with cities, but relies on a range of special purpose districts for many services. Major services provided by other entities include water, sanitary sewage treatment, solid waste and recycling, schools, fire and library. The City directly provides police, parks, streets, surface water management, and general government.

In October 2014, Normandy Park City Council appointed a 12-member Facility Planning Task Force to "Identify and analyze options for the needs, functions, services and location(s) of the City Hall and Recreation Center facilities." The scope of the task force was later modified to include investigation of Police Department facilities. A draft report from the task force was submitted to the City in October 2015. Findings evaluated a range

of options, including a “Inspect and Repair Only as Necessary” (IRON) approach; rehabilitation of existing facilities; and two options involving new facilities – one if such buildings were on existing land and another with buildings sited elsewhere. Although the task force findings were not reviewed or approved by Council in time for inclusion in this element, it is expected that subsequent updates will include specific facility budgeting and planning using those findings as a guide.

Water Services

Current Facilities



Figure 5.01 – Plan policies strive to improve water quality, enhancing quality of life all.

Three separate water districts serve the City of Normandy Park: Highline Water District, Water District 49, and Water District 54. Each of these districts is an independent special-purpose district with its own board and staff. Each serves an area and population significantly larger than Normandy Park. Except for District 54, most of the City’s water is from the regional water supply system developed by Seattle Public Utilities. Further information on all three water districts can be found in their respective comprehensive plans.

In addition to their water system plans and related capital improvement programs, each of the plans was developed in consultation and coordination with adopted Normandy Park plans as well as plans for other jurisdictions and water users.

Highline Water District

The Highline Water District currently serves 1,907 households in Normandy Park, covering most of the geographic area of the city except for small portions to the north served by District 49, and a small portion to the south served by District 54. Highline added to its service responsibilities in Normandy Park when it incorporated the Normandy Park Water Company in 1989. While the water district anticipates substantial growth, most of this growth is expected to occur outside the City of Normandy Park.

Water District 49

Water District 49 serves 286 properties located in a small, irregular area of northern Normandy Park where the city extends north along 1st Avenue South, including areas south of 168th between 19th Avenue SW and 8th Avenue SW. The district’s capital facilities plan includes no major

facility development through 2020, as little growth is anticipated throughout its district - including in Normandy Park.

Water District 54

Water District 54 serves a small number of households in the southernmost part of Normandy Park. Since there is very little vacant land available, the district anticipates little growth, also consistent with Normandy Park's growth projection.

Level of Service Standards (LOS)

As a consequence of not owning, operating, or maintaining any water services, the City of Normandy Park adopts the service standards adopted by the water districts. The service area policies for each district are summarized below.

Highline Water District

The Highline district exists entirely within established UGAs, and is able to plan for facilities appropriately sized for uses within its service area. Further, the District pledges to fulfill its "duty to serve" within its service area. The District exists to provide direct water service to all properties located within its service area, as designated in the South King County Coordinated Water System Plan and as approved by the Department of Health in accordance with applicable adopted District resolutions, policies and procedures.

Water District 49

No information regarding levels of service for Water District 49 was available at the time of this plan's publication. It's expected that the District, like Highline, has facilities appropriate for services within its service area. The City's needs for District 49 water are primarily residential, and are needed for existing customers.

Water District 54

No information regarding levels of service for Water District 54 was available at the time of this plan's publication. It's expected that the District, like Highline, has facilities appropriate for services within its service area. The City's needs for District 54 water are primarily residential, and are needed for existing customers.

Six-year Capital Facility Projects & Financing

In general, water distribution systems in Normandy Park are adequate for current needs and are capable of responding to

anticipated growth. The following projects have been identified from the Capital Improvement Plans from the various water districts where available. The projects listed below are for informational purposes only, and are subject to change at the will of the water district(s). For a full list of projects and funding resources, please source and refer to the applicable water district plan.

Highline Water District

Project 14-3 Manhattan View Water Main Replacement

The District, in its continuing effort to replace aging small diameter Asbestos-Cement (AC) water mains, selected the Manhattan area in Normandy Park as a candidate for a future Capital Improvement Plan (CIP). This project area is generally located between 2nd Avenue SW and 7th Place SW in the residential neighborhood north of SW Normandy Road. The area is served by approximately 10,500 lineal feet (LF) of small diameter AC pipe ranging in size from four inches to eight inches. The area is subject to relatively higher pressures, and the District has experienced several breaks in the past.

Water District 49

(No capital improvement plan available at time of adoption)

Water District 54

(No capital improvement plan available at time of adoption)

20-year Project List

Within the various water districts' plans, there are no projects identified beyond the six-year planning horizon within the City of Normandy Park. As with the six-year project list, this information is based on the water districts' respective plans, and is provided for informational purposes only. Projects are subject to change at the will of the water district(s). For a full list of projects and funding resources, please source and refer to the applicable water district plan.

Concurrency (Adequate Public Facilities)

According to the various water districts' plans, each district has sufficient water rights and/or purchased water supplies to provide retail water service within their service areas. The districts also have sufficient capacity to serve water in a safe and reliable manner as determined by the Washington State Department of Health.

Sanitary Sewer

Current Facilities

The City does not own or maintain any sanitary sewer system components. Sanitary sewer services are provided by the Southwest Suburban Sewer District (SWSSD) and the Midway Sewer District. The SWSSD provides most of the city's sanitary sewer service, but the Midway Sewer District serves a small area in the southern part of the city. The City has interlocal agreements for the provision of sewer service with these districts.



Figure 5.02 – Miller Creek, and the SWSSD-operated wastewater treatment plant.

Both the SWSSD and Midway District cover a land area larger than the City of Normandy Park's city limits, and each district develops its own comprehensive sewer system plan. The latest SWSSD plan was developed in 2014, and Midway's latest plan was developed in 2008. Each of these plans was developed in consultation and coordination with adopted Normandy Park plans as well as plans for other jurisdictions.

Collection System & Treatment

For the area of the City served by SWSSD, all of the effluent collected by the system in the city flows either directly by gravity, through Pump Station (PS) #18 or through PS #11 to the Miller Creek Wastewater Treatment Plant (WWTP), which is located within the City. For the area served by Midway, the system gravity feeds into the Midway treatment plant located south of the city.

Unsewered Areas

At the south end of the SWSSD boundary, adjacent to Midway Sewer District, is an unsewered area. The precise number of households in this area is unknown, but the 2014 SWSSD Comprehensive Sewer Plan estimates an unsewered population of 459 persons within sub-basins serving Normandy Park. It is the intent of this plan and the SWSSD plan to reduce and eliminate the number of unsewered households over time. A small unsewered area at the south end of the district would logically flow south and could conceivably be treated by the Midway Sewer District. Either the Midway Sewer district could annex this portion of the SWSSD or an agreement could be made for SWSSD to construct, operate and maintain the sewer

flowing to Midway but pay Midway for treatment. Alternatively, a pump station could be constructed and sewage could be pumped north and treated at Miller Creek WWTP. No such agreements exist between the two districts at this time.

Service Demand Factors

As mentioned previously, each sewer district conducts its own planning, in coordination with the jurisdictions within its district. Based on these plans, each district indicates that the current system has sufficient capacity to meet the forecasted growth of the city.

For further information, see SWSSD’s Comprehensive Plan and the Midway Comprehensive Plan, available from their respective district offices. These documents are also available for review at City Hall.

Level of Service Standards (LOS)

As a consequence of not owning, operating, or maintaining any sanitary sewer services, the City of Normandy Park adopts the level of service standard adopted by SWSSD and the Midway Sewer District. The service area policies for each district are summarized as:

- The SWSSD recognizes that its function is not to plan land uses for its service areas, but to respond to land uses in-place or planned by the governing agencies therein.
- It is Midway Sewer District policy to provide service to areas within the District when requested, in accordance with its established schedule of fees and charges.

Six-year Capital Facility Projects & Financing

Each sewer district has its own capital improvement and financing plan, and the projects listed in this section are intended for informational purposes only. For an updated project list and financing source, please see the adopted comprehensive sewer plans for each district. The projects identified in this section are indicated to occur within the City of Normandy Park’s corporate boundary, cost estimates are not included, and the “■” indicates the year assigned to the project. Improvements to the Miller Creek WWTP are also not included in the list presented in Table 5.01 below. It should be noted that the projects identified may not be a result of growth within the City.

Table 5.01 – Sewer District Project Summary

	2015	2016	2017	2018	2019	2020
SWSSD (by CIP No)						
MC-20A – increase capacity of LS #11	■	-	-	-	-	-
MC-24A – Improvements to LS #1 (Normandy Park)	-	■	-	-	-	-
MC-25A – increase 8” to 18” and relay 18” line	-	-	■	-	-	-
Pump Station # 11 – Rehabilitation	-	■	-	-	-	-
Midway Sewer District						
<i>(No projects identified)</i>	-	-	-	-	-	-

20-year Project List

Similar to the six-year project list, the projects listed in this section are intended for informational purposes only. For an updated project list, please see the adopted comprehensive sewer plans for each district. The projects identified in this section are indicated to occur within the City of Normandy Park’s corporate boundary. The projects listed are indicated to occur after 2018 for SWSSD; the Midway comprehensive plan does not include projects beyond the 6-year horizon, so no projects are listed for that district. Improvements to the Miller Creek WWTP are not included in the list presented in Table 5.02 below. It is also important to point out that the projects identified may not be a result of growth within the City.

Table 5.02 – Sewer District Project Summary

SWSSD	
MC-20B: Increase 791 LF of 8" to 12"	
MC-25B: Increase 1,937 LF of 21" to 27"	
MC-28A: Increase 977 LF of 8" to 12" and 2,752 LF of 18" to 24"	
MC-28B: Increase 970 LF of 8" to 12"	
Midway Sewer District	
<i>(No projects identified)</i>	

Concurrency (Adequate Public Facilities)

Per their LOS standards, the sewer districts can accommodate future demand growth, and the City has interlocal agreements for the districts to provide sewer service to property within the city limits.

Surface Water Management

Current Facilities

The City of Normandy Park has prepared and adopted a Stormwater Management Plan (SWMP) in compliance with the requirements of the National Pollutant Discharge Elimination System (NPDES) Phase II Permit. That plan, the current Annual Report, Stormwater Management Program, and Phase II NPDES permit can be found on the City's website.

The SWMP was prepared to guide the City in planning, funding and implementing a comprehensive program for addressing current, future regulatory and policy requirements for managing stormwater runoff; and for the City's natural resources. The City's stormwater program currently consists of many separate programs conducted by the Public Works and Planning Departments. These programs are typically implemented to respond to regulatory requirements, the need for public services and safety, and the City's commitment to protect and improve the quality of its natural resources. The SMWP addresses the interrelationships of the programs and approaches for meeting requirements and implementing policy - consistent with long-term goals, objectives and policies as outlined in this Comprehensive Plan.

The City is participating with surrounding jurisdictions in studies involving surface water management for the Miller Creek and Walker Creek basins. The City is also compiling an inventory of the City's stormwater facilities, including mapping of both pipes and open channels of the City's stormwater system, identifying all known stormwater structures and outfalls. Additionally, the City has created an inventory list of all stormwater facilities and outfalls within the City, which can be found in Appendix F of the SWMP. An overview of the City's drainage system includes:

- Over 750 catch basins
- 50 manholes
- Over eight miles of open ditches.

In addition to this constructed stormwater system, Normandy Park includes parts of four creek basins and over four miles of stream channels in:

- Miller Creek

- Walker Creek
- Normandy Creek
- Des Moines Creek (*drainage area only; no stream channel is in the city*).

Level of Service Standards (LOS)

Table 5.03 below identifies the City’s surface water systems LOS expectations.

Table 5.03 – Surface Water Systems LOS

Facility	Standard Guidelines
Surface Water Management	Design drainage facilities serving new development in accordance with the City’s Surface Water Management Plan.

Six-year Capital Facility Projects & Financing

All estimates in the six-year facility projects table (Table 5.04) below are in 2015 dollars.

Table 5.04 – Six-Year Capital Facilities Projects

	2015	2016	2017	2018	2019	2020
SW 166th Place/3rd Avenue SW Drainage Improvements (PE) <i>Design</i>	30,000					
Small Works Projects - Annual selection performed by crew or contracts <i>Construction</i>	50,000					
Marine View Drive SW to SW Normandy Terrace - SW Shorebrook Drive Drainage Improvement (CN)	20,000					
Storbakken - Design, Easement <i>Construction</i>	25,000					
Brittany Drive SW/SW Normandy Terrace - Culvert Replacement (PE) <i>Construction</i>		95,000				

Small Works Projects - Annual selection performed by crew or contracts <i>Construction</i>		50,000				
Total Costs	125,000	145,000	0	0	0	0
Revenue						
Stormwater Utility	125,000	145,000	0	0	0	0
Total Revenues	125,000	145,000	0	0	0	0
Surplus / (Deficit)	0	0	0	0	0	0

20-year Project List

No new stormwater facilities or projects are scheduled for project years 2022-2035. Future updates may include stormwater facilities or projects; at that time cost estimates and revenue sources will be identified.

Concurrency (Adequate Public Facilities)

The City requires that stormwater be addressed for any proposed project that is subject to a permit. The City uses the Stormwater Management Manual for Western Washington published by the Washington State Department of Ecology as the general stormwater design manual for the city; for small residential projects, the City uses its Small Project Drainage Requirements and Technical Guidance Manual; finally, the City has adopted the current edition of the Low Impact Development Technical Guidance Manual for Puget Sound. With these measures in place and the projects identified above, the City has adequate stormwater facilities to meet projected demand.

Police

Current Facilities

The Normandy Park Police Department provides local law enforcement services for the city. Normandy Park's Police Department Headquarters is located in the same municipal complex that houses the administrative and building and planning functions of the City. The department has 12.5 full-time equivalent employees (FTE); these positions are identified in Table 5.05 below:

Table 5.05 – Police Staffing (2014)

Position Title	FTEs
Police Chief	1.00
Police Records Manager	1.00
Police Records Specialist	.5
Sargent	2.00
Police Officer	7.00
Community Resource Officer	1.00
Total	12.50

Level of Service Standards (LOS)

Table 5.06 below identifies the City’s Police Department LOS expectations.

Table 5.06 – Police Department LOS

Facility	Standard Guidelines	Design Criteria
Police	Response Time: <i>Maintain Police Department goal of a three-minute response time for emergency calls.</i>	Coordinate land use planning, development review, and police protection facility planning to ensure that: a) Site design provides sufficient access for police protection b) Adequate police protection is provided c) Project designs discourage criminal activity.

Six-year Police Facility Projects & Financing

No new police facilities or projects are scheduled for the 2016-2021 capital facilities planning cycle.

20-year Project List

No new police facilities or projects are scheduled for project years 2022-2035. Future updates may include police facilities or

projects; at that time cost estimates and revenue sources will be identified.

Concurrency (Adequate Public Facilities)

In compliance with GMA and City policy, adequate law enforcement facilities must be available at the time of occupancy and use of new development.

Parks & Recreation

Current Facilities

The City adopted a six-year parks improvement plan in January 2011. The plan, completed by the City's Park Board, is adopted as a part of this comprehensive plan and is available for review at City Hall.

The following is a brief summary of its contents. Additional details are provided in the Parks Element within this plan:

The City of Normandy Park has 99 acres of parkland open to the public. There are two Active Recreation Parks, three Nature Preserve Parks, one Forested Meadow Park and 12 mini-parks. Eighteen acres are developed with active play or recreational facilities. The remaining parks are composed of nature areas with trail systems suitable for walking, jogging, and biking.

A brief description of each park follows:

- City Hall Park – This park, at 7.85 acres, is the city's primary high intensity use area with developed soccer and baseball fields and other recreational facilities. It is located adjacent to City Hall and includes a gym, daycare, dance studio, meeting rooms and other all-purpose rooms capable of supporting a wide variety of activities. (Active Recreation Park)
- Marvista Park - Located in the southern portion of the city, Marvista Park's five acres include an active park facility consisting of a building, children's play area, toy structure, picnic shelter, community gardens, a paved, accessible trail and other facilities. Principal uses include walking jogging, children's play, gardening, informal field sports, summer festivals and concerts. (Active Recreation Park)
- Marine View Park - This park consists of 27.37 acres of heavily wooded bluffs and ravines. It provides excellent views of Puget Sound and is considered an environmentally sensitive area. Facilities are limited,

consisting primarily of a small parking lot, picnic tables, trails, a viewing tower and a stairway to the beach. Principal activities are consistent with the park's role as a passive park: hiking, beach activities, nature study and views. (Nature Preserve Park)

- Nature Trails Park - This park provides 19 acres of wooded nature park in the central part of the community. It has a trail and a small parking lot. Principal uses are trail walking, jogging and nature study. (Nature Preserve Park)
- Nist Park - This 5.6 acre park property was donated to the City in 2000 and is now developed with a combination of passive recreation facilities and open space in a forested meadow setting. (Passive Recreation Park)
- Walker Preserve - Walker Preserve is a 30-acre greenbelt that extends east and west along Walker Creek in northwest Normandy Park. It contains native woodlands with a creek and high bluffs on either side. A walking trail runs through the preserve. (Nature Preserve Park).

In addition to these facilities, the City has several small mini-parks and planting strips that serve to beautify and provide open space for residents. These include:

- Brittany Park – A small park at the intersection of Normandy Terrace and Brittany Drive SW featuring a bench and a historic fountain
- SW 171st and 2nd Avenue SW - A small park at this intersection includes a small, rustic wooden kiosk that used to protect a hanging wooden map of the city
- Grace N and T.A. Wilson Park - A one-half acre park at the intersection of 171st Place and 2nd Avenue SW offering shade trees, a bench, a picnic table and a small parking area.

Small, un-named parks also exist at SW Channon Drive and Edgecliff Drive SW, and at Marine View Drive SW and Riviera Place. "Normandy Park Cove Beach Property" (a privately owned facility), two privately owned swim clubs, and privately owned tennis courts exist within the city.

In addition, Marvista School provides facilities customarily associated with elementary schools including a covered play court, play structures, a small gym, and athletic fields.

Level of Service Standards (LOS)

The 2011 PROS plan identified desired Levels of service (LOS) for parks facilities, copied below in Table 5.07.

Table 5.07 – Parks System LOS

Facility	Standard Guidelines	Design Criteria
Parks	<p>Citywide: 12 acres of multi-purpose parks per thousand population</p> <p>Neighborhood Park: Service Area - Approximately 1/2 mile radius Size - No minimum to 15+ acres Standard - Two acres per 1,000 population</p> <p>Community Park: Service Area - Approximately one to two-mile radius Size - Approximately two to 20+ acres Standard - Five acres per 1,000 population</p>	<p>Require appropriate measures in new subdivisions or large multifamily developments to avoid lowering the level of service below existing levels.</p> <p><i>See Park Plan for additional details.</i></p>

Six-year Capital Facility Projects & Financing

The park system is able to accommodate the small amount of growth anticipated in the planning period without deterioration in the quality of service. However, continued updates to the comprehensive parks plan should be expected, these updates should continue to evaluate the needs of residents.

Both the City and the Metropolitan Parks District provide funding for parks within Normandy Park. The District, formed in 2013, earns approximately \$500,000 per year through tax assessments, with proceeds dedicated to parkland acquisition and improvement.

Parks master planning, improvement of existing park facilities and trail development is formatted into a six-year capital improvement program (CIP). The CIP has been formulated by selecting the most relevant projects from the 20-year park improvement list, considering fiscal limitations and expressed public desires.

All estimates, presented below in Table 5.08, are in 2015 dollars.

Table 5.08 – Parks System Six-Year Capital Improvements Plan

	2016	2017	2018	2019	2020	2021	2022
All Parks							
Open Space Master Planning	30,000						
Signage	50,000						
E.J. Nist Park							
Nist Memorial	12,000						
Walker Preserve							
Annual Ivy Pulling	25,000						
Marine View Park							
<i>(No projects identified)</i>							
Marvista Park							
Fencing & landscaping	45,000						
Nature Trails Park							
Annual Ivy Pulling	25,000						
Phase 1 – design & construction	349,341						
Phase 2 – design only		40,930					
City Hall Park							
Restrooms	75,000						
Total Expenditures	611,341	40,930					
Revenues							
MPD Tax Assessments	500,000	500,000	500,000	500,000	500,000	500,000	500,000
Surplus / (Deficit)	(111,341)	459,070					

20-year Project List

Table 5.09 below identifies all the expected and desired capital improvements over the planning horizon of this plan (the year

2035). The list below can be thought of as a 20-year “wish list” based on existing available information and those identified through the public process. It’s expected that as projects from that six-year plan are completed, projects from the table will be moved up to the six-year project list. As this is done, estimated costs should be evaluated.

Table 5.09 – Parks System 20-Year Project List

Project #	Improvement Description
City Hall Park - 801 SW 174th Street	
1	Repair / replace walking trail
2	Improve restrooms
3	Replace current benches and install additional benches
4	Improve baseball infields
5	Upgrade basketball courts
6	Improve parking
7	Improve signage
8	Improve recreation center
Marvista Park - SW 200th & 4th Avenue SW	
9	Add swings
10	Upgrade restroom maintenance
11	Relocate Public Works shop
12	Add water feature
13	Replace fence
14	Improve Pea Patch
15	Connect Marvista Park with Olympic View Pool and Marvista Elementary
16	Add art elements to park
17	Improve signage
18	Improve seating

19	Add trees
20	Add to planting beds
21	Improve walking trail
Marine View Park - Marine View Drive Southwest & SW 208th	
22	Vegetation management
23	Improve bluff overlook
24	Maintenance of stair tower
25	Improve signage
26	Add benches along paved walkway
27	Improve secondary trails
Nature Trails Park - Southwest 191st & Marine View Drive SW	
28	Vegetation management
29	Trail improvements
30	Wetland Inventory and horticulture improvements
31	Elevated walkway
32	Add benches
33	Improve signage
Nist Park – 242 SW Normandy Rd.	
34	Replace fence along Normandy Road sidewalk
35	Create amphitheater-style seating
36	Improve signage
37	Add more plant species in woodland
Walker Preserve	
38	Vegetation management
39	Maintain foot-bridge
40	Maintain trails and fence

41	Connect to other walking trails
Mini-Parks, Signs, Plantings & Parks in General	
42	Park connectivity/signage
43	Maintain and improve "welcome" signs
44	Website for park development
45	Horticulture improvements
46	Add a picnic table at Brittany Park
47	Program for parks volunteer activities

Concurrency (Adequate Public Facilities)

Based on the projected needs identified in the adopted Comprehensive Parks Plan, the City of Normandy Park has adequate park facilities to meet projected demand. Continued maintenance and improvements as identified in the six-year and 20-year project lists are recommended to continue to meet the public's desires.

General Government Facilities

Current Facilities

General City services, including administration and finance, planning, and Council Chambers, are housed in City Hall. This facility, with 9,800 square feet, provides office space for 26 full-time and 2.15 FTE part-time employees, including the police department. However, the number of employees present during any given day shift usually does not exceed 15. There is more than adequate building area to accommodate all of the City's employees.

The City operates a preschool and an after school drop-in program in the North Building, adjacent to City Hall. Recreational activities, such as dance, yoga, and open gym are also held in the North Building. The facility may be rented out to individuals or groups.

Level of Service Standards (LOS)

No level of service standard is adopted for general government facilities. The needs of future government facilities are more appropriately identified through a facility study.

Six-year Government Facility Projects & Financing

Table 5.10 below lists the City's six-year capital improvements plan for government facilities.

Table 5.10 – Government Facilities Six-Year Capital Improvements Plan

	2015	2016	2017	2018	2019	2020
Window Replacement - Recreation Facility	114,000					
Concrete Slab Entrance Replacement - Recreation Facility	24,000					
Finish Heating Replacement (Thermostat) - Recreation Facility	67,000					
ADA Restroom Upgrade - City Hall		50,000				
Carpet Replacement - City Hall		40,000				
Lighting Replacement - Recreation Facility		20,000				
Ceiling Replacement - Recreation Facility		100,000				
Electric Replacement - Recreation Facility		150,000				
Total Costs	205,000	360,000	0	0	0	0
Revenues						
REET 2	175,000	360,000	0	0	0	0
Metropolitan Park District	30,000	0	0	0	0	0
Revenue Total	205,000	360,000	0	0	0	0
Surplus / (Deficit)	0	0	0	0	0	0

20-year Project List

No new general government facilities or projects are scheduled for the 2022-2035. Future updates may include updates to existing facilities or new facilities; at that time cost estimates and revenue sources will be identified.

Concurrency (Adequate Public Facilities)

General government facilities, for the most part, are adequate to support current and forecasted future needs.

Transportation Facilities

Transportation facilities including existing and forecast conditions, levels of service, needs and funding sources are discussed in the Transportation chapter (reference Chapter 4) of this plan.

Concurrency (Adequate Public Facilities)

Per the City LOS standards, no improvements are required to accommodate future traffic demand growth.

Fire Facilities

Current Facilities

Fire services are provided by Fire District Number 2, which serves both Normandy Park and Burien. Financing for fire services is by property tax assessment, subject to statutory limits.

The fire district has two stations: Station 28 at 15100 8th Avenue SW, and Station 29 at 151 South Normandy Road. Within Fire District 2, approximately 73 percent of the calls are for emergency aid. The district has an average response time of 4.3 minutes and has a class 4 fire insurance rating.

The district has no plans for major capital improvements. Service to Normandy Park, however, could be impacted if Burien annexes the unincorporated North Highline area, thereby adding to the fire district's coverage responsibility.

The City of Normandy Park's Police Chief/Director of Public Safety serves as the City's Fire Marshall.

Level of Service Standards (LOS)

Table 5.11 below identifies the City's fire facilities LOS expectations.

Table 5.11 – Fire Facilities LOS

Facility	Standard Guidelines	Design Criteria
Fire	<p>Rating: Encourage the Fire District to maintain and improve its current insurance rating of 4.</p> <p>Fire Flow: Allow single-family developments only if the Fire Marshall assures adequate fire flow.</p>	<p>Multiple family, business and commercial areas, including schools, shall be served by fire flow capacity requirements of the applicable water district.</p> <p>Coordinate land use planning, development review and fire protection facility planning to ensure that:</p> <ul style="list-style-type: none"> a) Site design provides sufficient access for fire protection b) Adequate fire protection and emergency medical service are provided c) Project designs minimize the potential for fire hazard.

Six-year Capital Facility Projects & Financing

Table 5.12 below lists the Fire District’s six-year capital improvements plan for fire-related facilities.

Table 5.12 – Fire Facilities Six-Year Capital Improvements Plan

	2015	2016	2017	2018	2019	2020

20-year Project List

(No capital improvement plan available at time of adoption)

Concurrency (Adequate Public Facilities)

(No capital improvement plan available at time of adoption)

Solid Waste

Current Facilities

The City of Normandy Parks does not own or operate any solid waste facilities. King County ensures that garbage and recycling collection and disposal services are available in the unincorporated areas, and in 37 of the 39 cities in the county - excluding Seattle and Milton. Seattle provides its own services, and Milton is part of Pierce County's system.

Private solid waste management companies, or haulers, provide the collection of garbage and recyclables in the county. In Normandy Park, this service is provided by Republic Services (formerly Allied Waste).

Solid waste from Normandy Park goes to the Cedar Hills Landfill. According to King County's Draft 2013 Comprehensive Solid Waste Plan, in 2011 over 800,000 tons of garbage was disposed at the county-owned Cedar Hills Regional Landfill (Cedar Hills). In addition, almost 870,000 tons of materials were recycled, and about 310,000 tons of construction and debris were recycled or reused. The life of the landfill is expected to last through about 2025, depending on a variety of factors including tonnage received.

Studies show that even more can be done to reduce disposal through waste prevention, reuse, and recycling. Future efforts to expand the collection of recyclable and compostable materials are planned in order to extend the operational life of the Cedar Hills landfill. After the landfill reaches capacity, King County and participating jurisdictions will likely contract with a private landfill for disposal.

Level of Service Standards (LOS)

The King County Comprehensive Solid Waste Management Plan includes 17 criteria that are used for the planning and evaluation of urban transfer stations. The criteria are grouped into three broad categories: Level of service to customers, station capacity and structural integrity, and effects on surrounding communities.

Capital Facility Projects & Financing

Based on the application of evaluation criteria, the division and its advisory committees developed a plan to modernize the transfer system, including the addition of waste compactors and other changes needed to provide efficient and cost-effective services to the region's customers.

King County’s solid waste transfer and disposal system is a public-sector operation funded almost entirely by fees collected from its customers. The division is an enterprise fund, managing nearly all of its expenses with revenues earned through these fees.

For a list of potential projects, please refer to the King County Solid Waste Management Plan as amended.

20-year Project List

For a list of potential projects, please refer to the King County Solid Waste Management Plan, as amended.

Concurrency (Adequate Public Facilities)

It is forecast that the new Bow Lake station meets all criteria, with the possible exception of criterion vehicle capacity on weekends in 2032. Future disposal facilities will likely be required within the planning horizon. Normandy Park will continue its participation in King County’s solid waste program.

School Facilities

Current Facilities

The city is served by the Highline School District. One elementary school, Marvista, is located in the city and serves areas outside the city also. Middle school and high school students from Normandy Park attend schools outside the city.

Marvista Elementary operates a kindergarten through 6th grade and newly constructed facility that opened in September 2009. As shown in Table 5.13, has been generally been increasing since the opening of the new facility.

Table 5.13 – Marvista School Enrollment

2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15
522	547	576	600	607	596	643

Level of Service Standards (LOS)

The Highline School District regularly updates its Capital Facility Plan. That plan is developed by the District, in accordance with accepted methodologies and requirements of the Growth Management Act. The plan includes projected student enrollment

and growth, level of service standards, the need for additional capacity to serve growth needs, and recommended impact fees to offset the cost of new residential development to meet the Districts capacity needs.

The City collects school impact fees, adopting the District’s plan by reference into this comprehensive plan.

Capital Facility Projects and Financing

For a list of capital facility projects and financing, please refer to the Highline School District Capital Facility Plan as amended. The City adopts the District’s plan by reference into this comprehensive plan.

20-year Project List

For the district’s 20-year project list, please refer to the Highline School District Capital Facility Plan as amended. The City adopts the District’s plan by reference into this comprehensive plan.

Concurrency (Adequate Public Facilities)

The District has planned for projected student enrollment growth and has planned for capital facilities accordingly. The City collects school impact fees, adopting the District’s plan by reference into this comprehensive plan. School facilities are adequate or will be adequate with the adoption of this plan.

Libraries

Current Facilities

Normandy Park is served by the King County Regional Library system. An independent board appointed by King County governs the regional system. Capital facilities are financed either through the regular property tax levy of the system or by excess levies approved by the voters. The nearest branch libraries are in Des Moines and Burien. A library outpost that includes a computer terminal for accessing the King County Library System catalog and a book drop box are located at Normandy Park City Hall.

Level of Service Standards (LOS)

The City of Normandy Park does not adopt a level of service standard for libraries, leaving the provision of library services to King County Library Services.

Capital Facility Projects & Financing

For a list of potential projects, refer to the King County Library Services (KCLS) Capital Improvement Program. As of May 2015, KCLS has not scheduled projects within Normandy Park.

The King County Library system is primarily funded by property tax revenue. General funding is provided through an annual levy rate that is not to exceed 50 cents per \$1,000 of assessed valuation. This operating levy funding pays for general operations and maintenance of the library system, including staff salaries.

Due to the passage of I-747, the revenues received from the operating levy are limited to growth of 1% per year, plus new construction. In 2013, the operating levy for the King County Library System was 50 cents.

20-year Project List

King County Library Services does not identify any projects identified beyond the six-year planning horizon within the City of Normandy Park. As with the six-year project list, this information is based on the district's plans, and this is provided for informational purposes only. For a full list of the projects and funding resources please refer to the respective KCLS plan.

Concurrency (Adequate Public Facilities)

The city is adequately served by current library services. Future needs will be addressed by the planning of the regional system. The potential impact of the City's land use plan on that planning is minimal.

Emergency Management

The City maintains an emergency operations center at City Hall that is activated during an emergency. There is a generator to supply emergency power and radio gear to provide emergency communications, as described in the City emergency management plan.

Utilities

Natural Gas

Puget Sound Energy (PSE) provides gas service to residents and businesses in Normandy Park. PSE has an active policy of expanding its supply system to serve additional natural gas customers. Expansion is driven by customer demand and must

meet an economic feasibility test. The WUTC requires PSE to demonstrate that the cost of adding new customers is recovered from those customers and not from existing customers.

As of May 2004, PSE had 1,570 natural gas customers within the city. The average residential demand in Normandy Park is 53.1 cubic feet per hour (cfh), somewhat below the average consumption of 60.5 cfh for the region. The capacity of high-pressure lines supplying Normandy Park is up to 100 times the current residential demand.

There are various pockets in Normandy Park where natural gas service is not available, as shown in Figure 5.01. Of the five areas where service is not available, only two are slated for improvements that would make service available in the near future. Those are: (1) The area south of 208th and west of Marine View Drive and (2) The area surrounding Marine View Drive, south of Riviera Place and north of 200th Street.

In 2004, PSE plans to install an eight-inch high-pressure main and a district regulator in the Burien area (for Three Tree Point) just north of Normandy Park's northern boundary at SW 160th Street and Sylvester Road SW. According to PSE, the installation will increase the pressure in Normandy Park.

Electricity

Normandy Park Customers & Consumption

Normandy Park is served primarily by PSE, but Seattle City Light serves 86 residential customers and one non-residential customer in the part of the city north of Sylvester Road. The remaining 2,581 customers (2,472 residential, 107 commercial and 1 industrial) are served by PSE.

Regional Energy Production & Transmission

Normandy Park is part of PSE's Highline/Green River Subarea, which consists of approximately 86 square miles. In addition to Normandy Park, the subarea includes the cities of Renton, Kent, Des Moines, SeaTac and the unincorporated areas of King County such as Redondo and Vashon Island.

Normandy Park Facilities

Both the Talbot and O'Brian substations service Normandy Park, but no distribution substations or transmission lines above 115kV are located in the city. The O'Brien-Midway #2 115kV transmission line runs along 1st Avenue South from Ambaum Boulevard to 204th Street. The Seattle City Light substation that services Normandy Park is located on

the west side of the Duwamish River at approximately 100th Street, just south of the Seattle City Limits.

Telecommunications

CenturyLink's central offices in Burien and Des Moines service the City of Normandy Park and surrounding jurisdictions.

CenturyLink was unable to supply the number of customers served in Normandy Park or estimates of local capacity. However, advances in technology and use of digital transmission allow CenturyLink to increase the capabilities in central office switches as demand grows. A 10,000 line grouping, which includes adding circuit packs, line/trunk capacity units, and distribution frame wiring, can be engineered and installed in about 12 months.

Washington Utilities and Transportation Commission (WUTC) regulations require CenturyLink to provide adequate telecommunications service, and Section 480-120 of the Washington Administrative Code (WAC) outlines the performance standards and service expectations for CenturyLink and other phone companies that operate in Washington.

Broadband Service

High-speed Internet connections are provided via cable and via direct service line. Cable television service is also available.

Personal Wireless Service (Cell Phones)

Residents of Normandy Park may choose among various personal wireless service providers, but due to the city's topography, wireless reception is not reliable. As wireless technology advances, cell reception may improve. Better reception in residential areas will most likely require new cell sites in the interior of the city, potentially requiring amendment of existing city regulations.

Financing

The capital facilities plan identifies improvements that the comprehensive plan elements indicate are necessary, along with potential funding sources. The funding sources identified below are potential long-term choices that may be available to the city for major capital improvement projects.

Internal Financing

Internal mechanisms may be divided into three categories:

- 1) General sources

- 2) Traditional developer contributions
- 3) Impact fees.

This division relates to the way various tools can be used to balance the land use plan with the capital facilities plan, referred to as "concurrency." Normandy Park does not currently have a provision for impact fees.

General Revenue Sources

General revenue sources are derived from a charge against all residents (or service users), irrespective of whether they are derived from new growth or prior residents. These charges are commonly expressed in the form of taxes, especially property tax as it relates to financing public facilities. They also include funds shared with the local government on the basis of a formula. In governmental enterprises, such as utilities, these charges take the form of rates or similar user charges.

General revenue sources for governmental facilities include operating sources and voter approved tax levies.

- Operating Sources - A complicated array of revenues, taxes, fees, user charges, fines, interest earnings, and shared revenues support local governmental services. While there are a number of revenue sources, most local governments rely primarily on taxes for general governmental facilities. Shared revenues (revenues collected by the state tax system and shared with local governments on the basis of a formula established by state law) can vary from year to year
- Operating Revenues - May include revenue from other levels of government, some of which are limited to capital expenditures. While some shared revenue sources are allocated with little restriction on use, other categories must be used for specified purposes, but are not limited to particular projects. The real estate excise tax (REET) is an example of an operating tax that may be used only for capital facilities
- General Obligation Bonds - The City, by special election, may issue general obligation bonds to finance almost any project such as arterial streets, bridges, lighting, municipal buildings, fire fighting equipment, and parks of general benefit to residents. The bonds are paid off by assessments levied annually against all privately owned properties within the city, including vacant property that otherwise would not contribute to the cost of general improvements. As the money is raised by assessments levied on all properties, the

business community also provides a share of the funds to pay off the bonds

- Levy Lid Lift - A "levy lid lift" is a highly specialized form of increasing tax authority that requires only a simple majority at any election. This taxing authority enables a jurisdiction to temporarily increase its levy up to its constitutional limit.

Enterprise Funds

Surface Water Management - Surface water management is best funded by a fee designed to specifically relate the costs of improvements to the source of surface water flows, usually impervious surfaces, as recommended in the Surface Water Management Plan. The Storm Water Utility charges each single-family residence \$10 per month. Non-single-family properties are charged an amount based on the square footage of impervious surface on the lot. The total impervious surface amount is divided by 3,100 square feet (the imputed average of impervious surface per residence), and then multiplied by \$10 to arrive at the total fee.

Developer Financing

Developer financing depends on mutual recognition by both developers and local government that the development requires certain facilities to be viable. If local government cannot finance the needed infrastructure, then developers need to find an alternative, either arranging the financing themselves, or working with other property owners to form a Local Improvement District (LID) (a financial tool where property owners assess themselves for needed facilities). Numerous other private and public mechanisms, such as latecomers' agreements and delay agreements, have evolved to facilitate new infrastructure financing.

In addition, the State Environmental Policy Act (SEPA) requires that the City must evaluate new development over a specified size to determine whether there will be unacceptable adverse impacts if the development is approved. If so, the City can require impact mitigation before the project is approved.

External Financing (Grants & Loans)

Grants are awarded on the basis of the need for a particular project. The criteria for award of grants change from time to time, so grants are never a dependable source of revenue.

The following are examples of available grants and loans:

Centennial Clean Water Fund

This fund consists of state grants and loans administered by the Department of Ecology for the design, acquisition, construction, and improvement of Water Pollution Control Facilities and activities related to protection of water quality. State grants and loans are available based on a 50% to 25% local match.

State Revolving Loan Fund

This fund provides state low interest loans and loan guarantees administered by the Department of Ecology for water pollution control projects. Applicants must show a water quality need, have a facilities plan for treatment works, and show the ability to pay back the loan through a dedicated source of funding. Funds must be used for construction of water pollution control facilities (wastewater treatment plants, surface water treatment facilities, etc.)

Aquatic Land Enhancement Account (ALEA)

The Department of Natural Resources administers the ALEA grant program. These funds are limited to water dependent public access/recreation projects or on-site interpretive projects. A 25% local match is required.

Outdoor Recreation grant-in-aid Funding (IAC)

The Interagency Committee for Outdoor Recreation (IAC) provides grant-in-aid funding for the acquisition, development and renovation of outdoor recreation facilities. Park and boating program grants require a 50% local match.

Housing & Urban Development Block Grant

Normandy Park may qualify for Federal Department of Housing and Urban Development (HUD) block grants depending on its specific needs and its ability to compete with other communities. To qualify for a block grant, the applicant must show that the project directly benefits low and moderate-income persons or households.

State Public Works Trust Fund

The Public Works Trust Fund (PWTF) is a revolving loan fund designed to help local governments finance needed public works projects through low-interest loans and technical assistance. The PWTF, established in 1985 by legislative action, offers loans substantially below market rates, payable over periods ranging up to 20 years.

Federal & State Laws, Regulations, Agencies

Due to the large investments necessary and the economies of scale that are achieved through centralized production, many utilities are allowed to operate as monopolies. Since they have no competition, they are heavily regulated by various federal and state laws. The following section summarizes the major regulatory measures affecting utilities and agencies involved in their regulation.

Revised Code of Washington (RCW) & Washington Utilities & Transportation Commission (WUTC)

Utilities and transportation are regulated in Washington by the WUTC. The WUTC, composed of three members appointed by the governor, is empowered to regulate utilities (including, but not limited to, electrical, gas, irrigation, telecommunications, and water companies). State law (WAC 480-120) regulates the rates, charges, services, facilities and practices of utilities. Any change in customer charges or service provision policy requires WUTC approval.

Public Service Obligations

Public service obligations are legal obligations that require utilities to provide service in a safe, adequate and cost effective manner to all customers within its service area. The manner in which local jurisdictions plan and regulate development under the Growth Management Act must be consistent with a utility's public service obligations. The WUTC has primary jurisdiction to determine whether PSE is meeting its public service obligations.

As a public service corporation, PSE has a duty under state law to "furnish to all persons and corporations who may apply thereof and be reasonably entitled thereto, suitable facilities for furnishing and to furnish all available ... electricity ... as demanded" (RCW 80.28.110).

Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission (FERC) is an independent, five-member commission within the U.S. Department of Energy. FERC regulates the construction of pipelines, storage and natural gas facilities; regulates natural gas transportation in interstate commerce; establishes rates for natural gas services; approves rates for wholesale sales of electricity and transmission in interstate commerce; certifies qualifying small power production and cogeneration facilities; and licenses hydroelectric power projects. In addition, the Commission

regulates rates and practices of oil pipeline companies engaged in interstate transportation.

Natural Gas Policy Act of 1978

The central theme of the Natural Gas Policy Act (NGPA) is to encourage competition among fuels and suppliers across the country. As a result, the prices that producers and marketers of natural gas can charge are a function of competitive markets and no longer regulated by the government. Consumers, therefore, may pay more or less for natural gas than before deregulation, based on the supply of and demand for natural gas. The NGPA also contains incentives for developing new natural gas resources and a tiered-pricing structure aimed at encouraging the development of nationwide transmission pipelines.

Northwest Power & Conservation Council

The Northwest Power and Conservation Council (NWPCC, formerly the Northwest Power Planning Council), focuses on the generation of electricity, however, its policies have implications for gas, too. The NWPCC is currently working on its Fifth Northwest Conservation and Electric Power Plan. According to the Council's 2004 annual report to Congress, the most important issue is the future role of the Bonneville Power Administration in marketing power to the region after 2006. Additionally, the Plan looks at the need for incentives to ensure adequate resources, regional transmission system issues, resource diversity, and satisfying fish and wildlife requirements.

Department of Energy (DOE), Bonneville Power Administration (BPA)

The BPA is a federal agency within DOE, in the business of marketing electrical power on a wholesale basis throughout the Northwest region, including Washington, Oregon, Idaho, and portions of Montana, California, Nevada, Utah, and Wyoming. As a wholesale vendor of power, BPA currently markets power to utilities in the region (including PSE and Seattle City Light) and a number of industrial customers. As stated above, however, BPA's role in marketing power is one of the issues being examined in the NWPCC's *Fifth Northwest Power Plan*. Over the years, the BPA and utilities have undertaken substantial planning and coordination to operate the Northwest regional power grid efficiently.

Electrical facilities development may involve the participation of state or federal agencies that have

preemptive power. When this occurs, some of, or the entire project, may be exempt from local land use controls.

Policy Overview

The goals and policies contained in the following section help direct the future of Normandy Park as related to capital facilities, services and utilities, whether provided by the City or by other providers. In summary, they include language directing:

- Maintaining adopted Levels of Service (LOS) for utilities, City facilities and other services, concurrent with growth
- Conservation of resources to delay the need for additional facilities and to sustain environmental resources for future generations
- Long-range financial planning for all facilities, including lifecycle and other costs associated with facility investments, and creative approaches to financing needed improvements
- Careful review of proposals and facility improvements to ensure compatibility with desired land uses and the natural environment
- Facilities financing is achieved in a fair and equitable manner, ascribing costs for new facilities as much as possible to the primary beneficiaries of those facilities
- Protection of environmentally sensitive areas including ground and surface water quality
- Coordination with surrounding jurisdictions, service providers and regional planning agencies to prevent negative impacts of outside growth on the quality of life within Normandy Park.

Capital Facilities Goals & Policies

<p>G.01-CF</p>	<p>Facilitate the provision of all utilities at adopted levels of service, compatible with community goals and values expressed in the comprehensive plan.</p>
<p>G.02-CF</p>	<p>Develop and maintain the city’s public facilities to ensure adopted levels of service exist for current users and for forecast growth.</p>
<p>G.03-CF</p>	<p>Actively influence the future character of the city by coordinating the development of city facilities and services with adopted land use patterns and intensities.</p>
<p>P.01-CF</p>	<p><i>Facilitate and encourage conservation of electrical, oil, natural gas, and water resources to delay the need for additional facilities, improve air quality, improve water quality (especially that of salmon streams and rivers), and preserve substantial resources for future generations.</i></p>
<p>P.02-CF</p>	<p><i>Coordinate land use and public works activities with an ongoing program of long-range financial planning to ensure availability of fiscal resources for implementing the Capital Facilities Plan (CFP).</i></p>
<p>P.03-CF</p>	<p><i>Where appropriate and reasonable, utilize utility and transportation rights-of-way for public access and use.</i></p>
<p>P.04-CF</p>	<p><i>Ensure that plans consider the best available lifecycle cost of a capital improvement, including operation and maintenance costs; environmental, economic, social impacts and any replacement or closure costs. Seek to secure adequate funding for transportation through a variety of methods, including:</i></p> <ul style="list-style-type: none"> <i>• Federal and state funds/grants</i> <i>• Public/private partnerships for financing projects that remedy problems or foster economic growth</i> <i>• Impact fees for new developments</i> <i>• Transportation Benefit District or other district fees.</i>
<p>P.05-CF</p>	<p><i>Encourage utility providers to review the Land Use and Utility Elements in the comprehensive plan in planning future facilities.</i></p>

- P.06-CF *Coordinate planning for utility facilities with adjacent jurisdictions, utility providers, and state and federal agencies, including the Washington Utilities and Transportation Commission (WUTC).*
- P.07-CF *Facilitate and encourage provision of high-speed Internet access for all city residents and businesses that is equal to or better than regional standards.*
- P.08-CF *Encourage the location of utility facilities on appropriate and available lands, including location within transportation corridors and public rights-of-way.*
- P.09-CF *Promote collocation of new public and private utility distribution facilities in shared trenches, and coordinate construction timing to minimize disruptions to the public and reduce the cost to the utility. Provide timely notice to utilities to coordinate their trenching activities with the city's construction, maintenance and repair of existing roads.*
- P.10-CF *Require undergrounding of electrical and communication lines in all new private and public development.*
- P.11-CF *Evaluate and refine recycling and solid waste programs to ensure:*
- *Service providers offer cost and/or other advantages to the community*
 - *Regulations are employed only as required*
 - *Such programs demonstrate improved waste diversion rates in the city*
 - *A full range of needed and worthwhile programs exist, addressing all solid waste issues.*
- P.12-CF *Encourage methods of dispersing surface water, including reducing the impervious surface area of new development.*
- P.13-CF *Promote conservation of electricity, water and fuels in the city facilities and vehicles.*
- P.14-CF *Facilitate development of utility facilities by processing and approving permits in a fair and timely manner, in accordance with the city's development regulations.*

- P.15-CF *Approve energy facilities only if they comply with all applicable provisions of local, state and federal laws. No construction is allowed until all applicable permits are obtained and permit conditions satisfied.*
- P.16-CF *Emphasize the following concepts for management of capital facilities:*
 - *Provide preventive maintenance and cost-effective replacement of aging elements*
 - *Extend and upgrade capital systems. New development system extensions are the responsibility of those desiring service*
 - *Inspect systems to ensure conformance with design standards*
 - *Reduce the potential for service rate increases through effective fiscal management and realistic and equitable rate structures.*
- P.17-CF *Determine which services are most cost-effectively delivered by the city, and which services should be contracted out to others. Use joint facilities with adjacent service purveyors, where appropriate, to provide the most efficient and cost-effective service.*
- P.18-CF *Ensure that the continued development and implementation of the Capital Facilities Plan (CFP) reflects both the policy priorities of City Council and consistency with all elements of the comprehensive plan.*
- P.19-CF *Fund projects only when incorporated into the adopted city budget.*
- P.20-CF *Evaluate capital projects not included in the six-year Capital Facilities Plan (CFP) for consistency with the comprehensive plan prior to their inclusion in the city's annual budget.*
- P.21-CF *Update the six-year Capital Facilities Plan (CFP) annually prior to the city budget process.*
- P.22-CF *Include an identification of maintenance costs for any city capital proposal costing more than \$50,000.*

- P.23-CF *Ensure that a development does not cause the level of service on a capital facility to decline below the standards set forth in this plan, unless capital improvements or a strategy to accommodate impacts are made concurrent with the development.*
- P.24-CF *Require the various providers of services, such as school districts, sewer, water, and fire departments to review development proposals for available capacity to accommodate development and for any needed system improvements.*
- P.25-CF *Ensure that new or expanded capital facilities are compatible with surrounding land uses and have a minimal impact on the natural or built environment.*
- P.26-CF *Finance the city's capital facilities projects in an economic, efficient, and equitable manner.*
- P.27-CF *Work to ensure that developers or primary beneficiaries of new capital facilities bear an appropriate share of the costs of those facilities.*
- P.28-CF *Use general revenues to fund projects that provide a general benefit to the community.*
- P.29-CF *Consider long-term borrowing as a method of financing for large capital facilities that benefit more than one generation of users.*
- P.30-CF *Use special assessment, revenue and other self-supporting bonds, where possible, instead of tax-supported general obligation bonds.*
- P.31-CF *Cooperate with the county and state in site selection processes and location of essential public facilities, acting in accordance with King County Countywide Planning Policies and the Growth Management Planning Council.*
- P.32-CF *Ensure that public facilities are not located in designated resource lands, critical areas, or other areas where the siting of a facility would be incompatible.*

- P.33-CF *Encourage the use of public rights-of-way for multiple purposes, including basic transportation, major utilities, stormwater systems and recreational trails.*
-
- P.34-CF *Base the siting of public facilities on, but not limited to, the following criteria:*
- *Specific facility requirements (acreage, transportation access, etc.)*
 - *Land use compatibility*
 - *Potential environmental impacts*
 - *Potential traffic impacts*
 - *Fair distribution of such public facilities throughout the county*
 - *Citizen safety.*
-
- P.35-CF *Actively participate in sewer district planning and advocate for improvements that will reduce or mitigate the impacts of unsewered areas of Normandy Park.*
-
- P.36-CF *Promote increased capacity, best management practices (BMP) and best available science (BAS) in the operation of the Miller Creek sewer treatment plant and all sewer infrastructure within the City.*
-
- P.01-PR *Protect park and recreation areas from physical or useful damage resulting from surrounding conditions including heavy traffic, excessive noise, surface water runoff, or air and water pollution.*
-
- P.12-PR *Cooperate and coordinate with the Highline School District, and with other public agencies and private groups to meet the recreation needs of the city.*
-
- P.13-PR *Consider opportunities to obtain additional lands and facilities for parks throughout the city, particularly in those areas facing the most potential development.*
-
- P.14-PR *Periodically compare recreational demand and usage to established Levels of Service, informing consideration of additional capital programs for parks.*
-

G.02-EV	<p>Protect environmentally sensitive areas including ground and surface water quality through:</p> <ul style="list-style-type: none"> • Land use planning • Comprehensive development review processes • Code enforcement • Coordination with other municipal and state agencies • Use of best management practices.
P.01-EV	<i>Promote on-site water detention, infiltration, or other means to protect downstream properties, water quality, and/or fish and wildlife habitat.</i>
P.02-EV	<i>Promote measures encouraging proper disposal of hazardous and non-hazardous solid waste.</i>
P.08-EV	<i>Work to eliminate surface water contamination in Normandy Park, monitoring for contaminants, investigating problem sources and enforcing adopted standards.</i>
P.10-EV	<i>Plan for, develop and maintain a comprehensive storm sewer system covering all of Normandy Park.</i>
P.11-EV	<i>Plan future shoreline access areas to include ancillary facilities such as parking and sanitation when appropriate.</i>
P.12-EV	<i>Shoreline access and ancillary facilities should be designed and developed to minimize conflicts with adjacent private properties.</i>
P.17-EV	<i>Encourage efficient use of water and energy in the design of new and remodeled development.</i>
P.18-EV	<i>Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.</i>
P.20-EV	<i>Advocate for the improvement of the wastewater treatment plant in Normandy Park to maintain Best Management Practices and Best Available Science standards in treatment and operations.</i>

G.01-LU	<p>Locate and organize land uses citywide to balance among objectives including:</p> <ul style="list-style-type: none"> • Protection and enjoyment of natural resources • Optimized health, safety and welfare of citizens • Efficient, cost-effective service provision • Improved shopping and service options • Preservation of community character • Compatibility / reduced function and aesthetic conflicts among differing adjacent land uses.
P.07-LU	<i>Promote and coordinate the provision of public facilities with public and private development.</i>
P.08-LU	<i>Participate in the planning and siting of capital facilities by County or other agencies where such facilities may benefit or influence Normandy Park planning goals.</i>
P.13-LU	Where feasible, require underground utilities in new residential and commercial development to enhance the appearance of the community.
P.19-LU	<i>Work with municipalities and agencies surrounding Normandy Park to ensure City notification and opportunity for comment on pending land use actions that may affect water quality, air, water or noise pollution, increased traffic or other factors that influence the local quality of life.</i>
P.01-PR	<i>Protect park and recreation areas from physical or useful damage resulting from surrounding conditions including heavy traffic, excessive noise, surface water runoff, or air and water pollution.</i>
G.01-XP	Improve and maintain the street system consistent with the City's land use policies and overall character.

- P.02-XP *Support coordinated efforts between the city and other jurisdictions including neighboring cities, the county, region and state to:*
- *Develop transportation plans and projects*
 - *Coordinate land use with transportation planning*
 - *Develop funding and concurrency strategies to meet the requirements of GMA*
 - *Coordinate public transportation, including opportunities for local circulator routes (sweep shuttles) and service to the new S. 200th Street light rail station.*
- P.03-XP *Ensure that streets and circulation systems are designed and constructed according to City standards.*
- P.04-XP *Include emergency service providers in review of roadway designs to ensure adequate emergency vehicle passage.*
- P.05-XP *Design circulation system improvements to promote safety and fuel conservation and reduce environmental impacts, including toxic surface water runoff, air pollution, and noise levels in residential areas.*
- P.06-XP *In the annual update of the six-year Transportation Improvement Program, consider:*
- *The priorities established in the Capital Facilities Plan*
 - *Recent land use decisions*
 - *Street sections that are substandard and in need of repair and/or upgrading*
 - *Pedestrian and bikeway improvements that will reduce vehicle trips*
 - *Opportunities to place utility lines underground.*
- P.08-XP *Evaluate traffic impacts of subdivisions and proposed new residential and commercial developments pursuant to the State Environmental Policy Act to:*
- *Determine whether the proposal would cause the level of service on City streets to fall below the levels of service identified in the City's Comprehensive Plan*
 - *Impose mitigation, require phasing, or if there is no other feasible alternative, to deny or delay the development until funds are available to meet the adopted levels of service.*
- Alternatively, development may be approved if a financial commitment to provide those improvements within six years is secured.*

P.18-XP	<p><i>Ensure a sustainable street system by:</i></p> <ul style="list-style-type: none"> • <i>Prioritizing the maintenance and repair of existing facilities, guided by the May 2015 Pavement Maintenance/Management Program report</i> • <i>Considering the best available lifecycle costs for capital improvements, including operation and maintenance costs; environmental, economic, and social impacts; and any replacement or closure costs.</i>
P.19-XP	<p><i>Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.</i></p>
P.20-XP	<p><i>Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.</i></p>

Numbering key: LU = Land Use; HO = Housing; XP = Transportation; CF = Capital Facilities; PR = Parks & Recreation; EV = Environment



Introduction

As evidenced in the City's vision statement, Normandy Park's natural setting and features are seen as integral – even synonymous – with the community's identity. For this reason, this element has been included to help reference and coordinate parks, recreation and open space policy with the full range of City objectives. This element achieves this by:

- Presenting a brief summary of conditions adapted from the 2011 Parks, Recreation and Open Space Plan (PROS)
- References current capital improvement work associated with parks features
- Discusses parks-related findings gleaned from community input offered during this plan update process
- Summarizes the policy framework presented in the 2011 PROS plan.

This element is also provided to ensure full compliance with grant programs offered by the Washington State Recreation and Conservation Office (RCO). For several of its granting programs, including the Boating Facilities Program, Land and Water Conservation Fund and the Washington Wildlife and Recreation Program, the RCO requires a completed, adopted PROS plan as part of supporting documentation. Submitted plans must be less than six years old, indicating that Normandy Park will need to update and adopt its PROS by January 2017. For reference and for RCO purposes, the Normandy Park PROS plan is available from the City.

The City also works with the Normandy Park Municipal Parks District (MPD), a taxing district passed by voters in 2009 to help operate and fund public parks within City boundaries. The MPD is led by the Normandy Park City Council as an ex-officio board, and has an operating agreement of 10 years with an annual auto-renew clause effective thereafter.

Purpose & Relationship to the GMA

Washington State's Growth Management Act (GMA) requires cities to consider as part of the development of their comprehensive plan the goal to:

"Retain open space, enhance recreation opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities."

The GMA also requires a Parks and Recreation element be included in comprehensive plans. Specifically, the GMA requires the element to include:

- Estimates of park and recreation demand for at least a ten-year period
- Evaluation of facilities and service needs
- Evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreation demand.

The requirement to include a parks, recreation and open space element in the comprehensive plan is conditioned on provision of funding by the State Legislature. As of 2015, the Legislature has not provided such funding, so the City opts to reference the current Normandy Park PROS plan as part of this document.

Overview

City Facilities

The City of Normandy Park has 99 acres of parkland open to the public. There are two Active Recreation Parks, three Nature Preserve Parks, one Passive Recreation Park and 12 mini-parks. Eighteen acres are developed with active play or recreational facilities. The remaining parks are composed of nature areas with trail systems suitable for walking, jogging, and biking.

A brief description of each park follows:

- City Hall Park – This park, at 7.85 acres, is the city's primary high intensity use area with developed soccer and baseball fields and other recreational facilities. It is located adjacent to City Hall and includes a gym, daycare, dance studio, meeting rooms and other all-purpose rooms capable of supporting a wide variety of activities. (Active Recreation Park)
- Marvista Park - Located in the southern portion of the city, Marvista Park's five acres include an active park facility

consisting of a building, children's play area, toy structure, picnic shelter, community gardens, a paved, accessible trail and other facilities. Principal uses include walking jogging, children's play, gardening, informal field sports, summer festivals and concerts. (Active Recreation Park)

- Marine View Park - This park consists of 27.37 acres of heavily wooded bluffs and ravines. It provides excellent views of Puget Sound and is considered an environmentally sensitive area. Facilities are limited, consisting primarily of a small parking lot, picnic tables, trails, a viewing tower and a stairway to the beach. Principal activities are consistent with the park's role as a passive park: hiking, beach activities, nature study and views. (Nature Preserve Park)
- Nature Trails Park - This park provides 19 acres of wooded nature park in the central part of the community. It has a trail and a small parking lot. Principal uses are trail walking, jogging and nature study. (Nature Preserve Park)
- Nist Park - This 5.6 acre park property was donated to the City in 2000 and is now developed with a combination of passive recreation facilities and open space in a forested meadow setting. (Passive Recreation Park)
- Walker Preserve - Walker Preserve is a 30-acre greenbelt that extends east and west along Walker Creek in northwest Normandy Park. It contains native woodlands with a creek and high bluffs on either side. A walking trail runs through the preserve. (Nature Preserve Park).

In addition to these facilities, the City has several small mini-parks and planting strips that serve to beautify and provide open space for residents. These include:

- Brittany Park – A small park at the intersection of Normandy Terrace and Brittany Drive SW featuring a bench and a historic fountain
- SW 171st and 2nd Avenue SW - A small park at this intersection includes a small, rustic wooden kiosk that used to protect a hanging wooden map of the city
- Grace N and T.A. Wilson Park - A one-half acre park at the intersection of 171st Place and 2nd Avenue SW offering shade trees, a bench, a picnic table and a small parking area.

Small, un-named parks also exist at SW Channon Drive and Edgecliff Drive SW, and at Marine View Drive SW and Riviera Place.

Non-City Facilities

A privately owned facility, “Normandy Park Cove Beach Property,” two privately owned swim clubs, and privately owned tennis courts exist within the city.

In addition, Marvista School provides facilities customarily associated with elementary schools including a covered play court, play structures, a small gym, and athletic fields.

Levels of Service

The 2011 PROS plan identified desired Levels of service (LOS) for parks facilities, copied below in Table 6.01. These standards are loosely formed around National Recreation and Parks Association guidelines and based on study performed during preparation of the 2011 plan.

Table 6.01 – Parks & Recreation LOS

Facility	Standard Guidelines	Design Criteria
Parks	<p>Citywide: 12 acres of multi-purpose parks per thousand population</p> <p>Neighborhood Park: Service Area - Approximately 1/2 mile radius Size - No minimum to 15+ acres Standard - Two acres per 1,000 population</p> <p>Community Park: Service Area - Approximately one to two-mile radius Size - Approximately two to 20+ acres Standard - Five acres per 1,000 population</p>	<p>Require appropriate measures in new subdivisions or large multifamily developments to avoid lowering the level of service below existing levels.</p> <p><i>See Park Plan for additional details</i></p>

Community Input

The 2011 PROS plan summarized community input on future parks needs as prioritizing:

- More walking trails
- Facilities, such as restrooms and benches, to support existing parks
- Renovation and maintenance of existing facilities.

This type of approach, perhaps characterized as a “maintain and improve existing facilities” mandate, seems to harmonize with input received during this update process. An online and paper survey distributed between June and August 2015, which included

responses from members of the City’s Planning Commission and Parks Board, showed strongest support for passive, open-space parks and for low-bank shoreline access. Compared to these park types, lower levels of support were offered for program-related activities, including sports or arts-related activities. Existing and potential access information for shorelines within the city is shown in Figure 6.02.

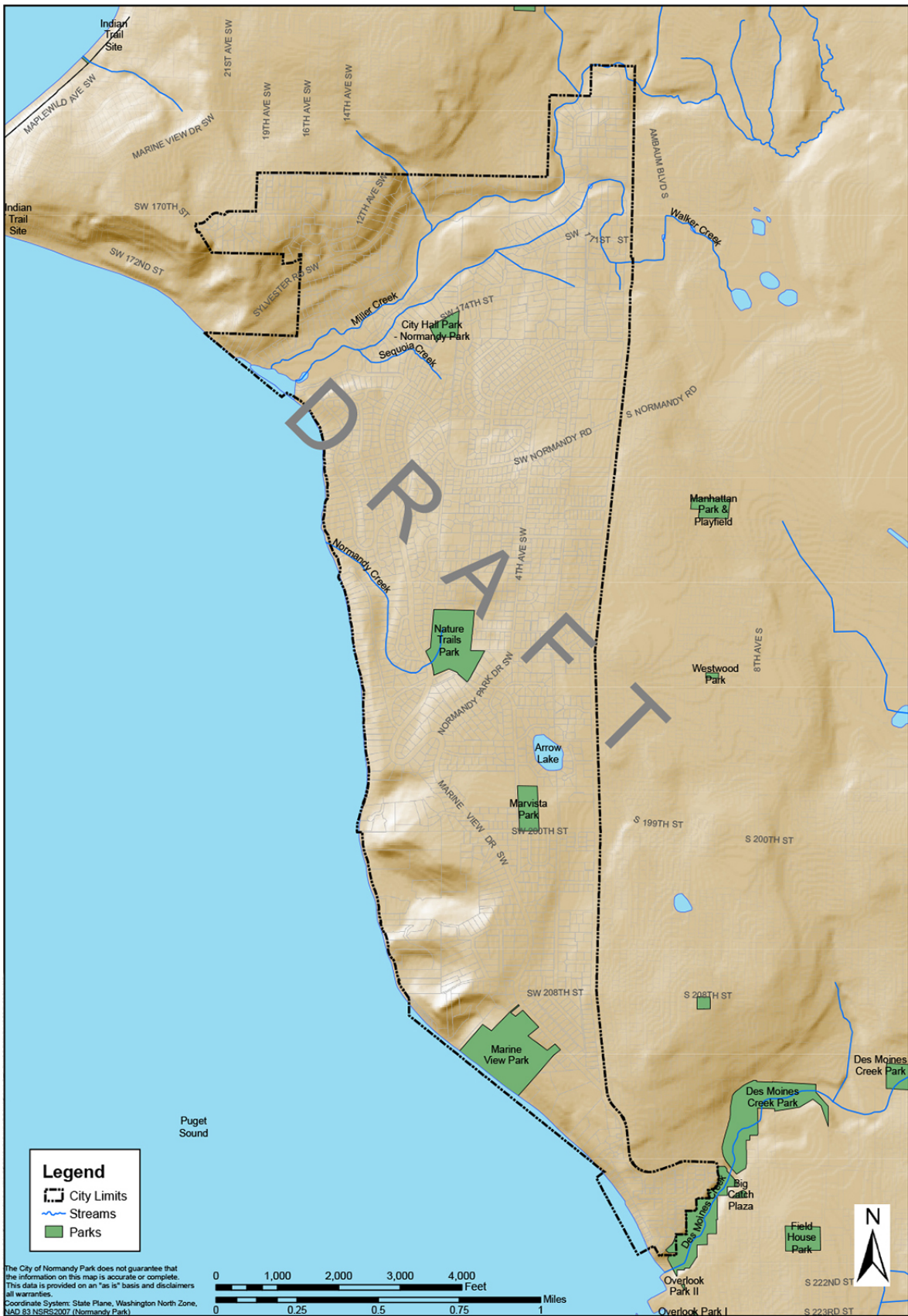


Figure 6.01 – Existing park facilities (Hart-Crowser)

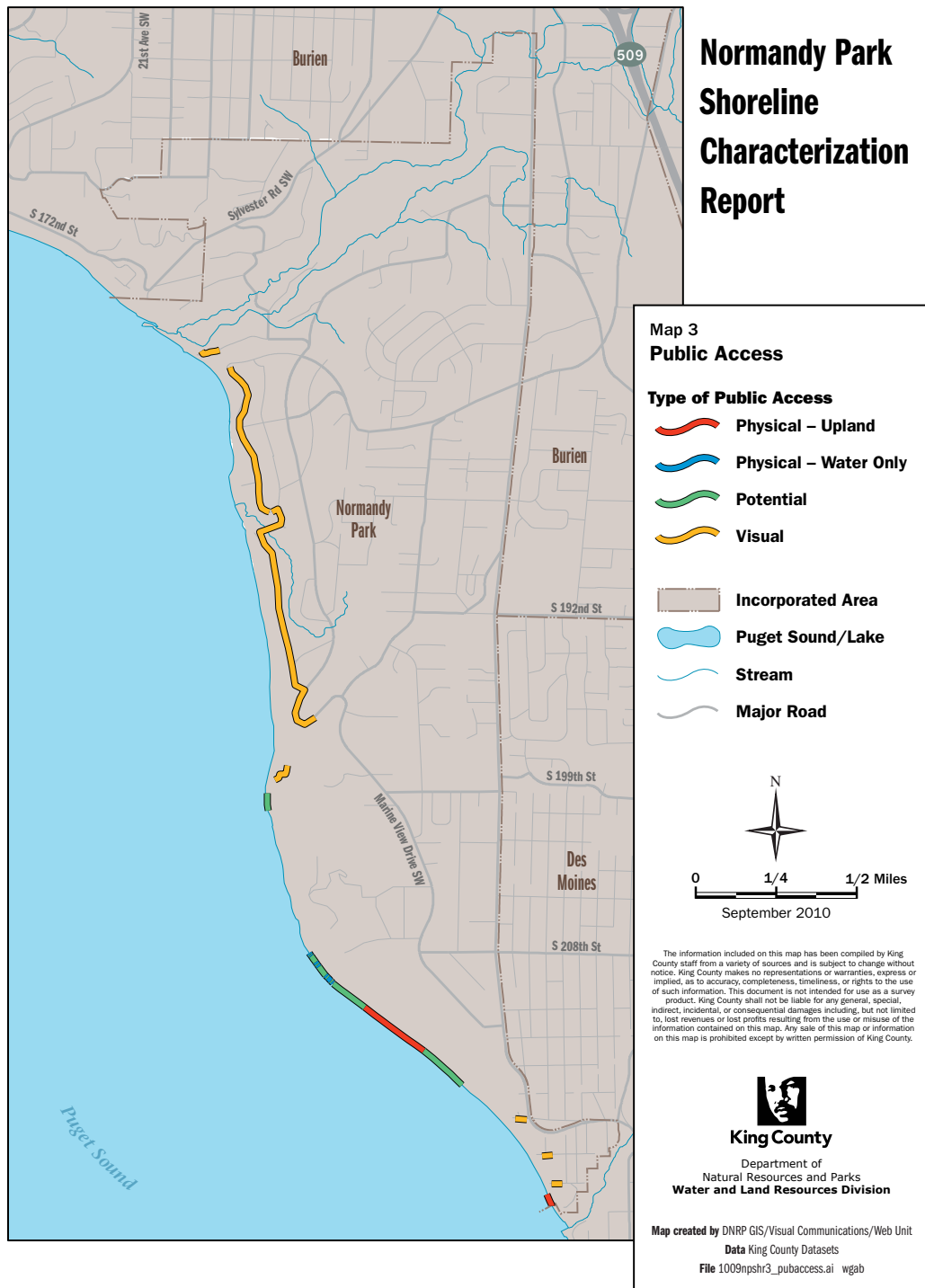


Figure 6.02 – Public access to shoreline map (City of Normandy Park, 2010 Shoreline Characterization Report)

Ongoing Investment

Normandy Park develops and maintains a phased program for capital improvements identifying costs and revenue sources for all facilities, including those associated with parks and recreation. Projects are reviewed on an annual basis and are adjusted depending upon availability of funding, labor and shifting priorities. This Capital Improvement Program (CIP) is referenced in the Capital Facilities Element.

The 2011 PROS plan provides a needs analysis for each of the City's major parks, and identifies actions for the City to take as part of implementation.

PROS Objectives

Because this element references the City's current PROS plan, readers are urged to view the full set of parks related goals and policies in the PROS plan. To help coordinate those objectives with others contained in this plan, the following summarizes Normandy Park's outlook relating to parks, recreation and open space:

- Existing needs and desires for PROS features should be monitored on an ongoing basis, together with forecasted needs based on predictions of changing demographics
- PROS facilities should accommodate identified needs of all age groups, including seniors and handicapped, and should support a broad spectrum of recreational activities to allow for changing expectations
- Maintain levels of service within constraints imposed by the financial capability of the City in combination with other sources of funds
- Identify opportunities for new PROS features that implement community goals, and prepare plans and development schedules to help bring those features forward
- Maintain a PROS system that enhances resident quality of life, supports community open-space and environmental needs, and supports Normandy Park's identity as a beautiful and desirable community located next to Puget Sound.

Six-year & 20-year Projects & Financing

A limited number of park and project-specific descriptions for future system investments are contained in the 2011 PROS plan and in the Capital Facilities element of this plan. Longer-term "wish list" items for the system are captured as a "20-Year Project List" in Table 5.09 of the Capital Facilities element. In summary, the City's park system is able to accommodate the small amount of growth without deterioration in the quality of service. However,

future updates to the City's parks plan should delve deeper into short and long-term community needs, comparing these with existing and possible future funding resources, especially those associated with Normandy Park's Metropolitan Parks District. That entity, formed in 2013, earns approximately \$500,000 per year through tax assessments, with proceeds dedicated to parkland acquisition and improvement.

Policy overview

As discussed in the introduction to this element, the goals and policies contained in the following section are gathered from existing related policy, and are intended to supplement those contained in the City's Parks, Recreation and Open Space (PROS) Plan. An overview of those contained here includes:

- Support for a system that is financially sustainable, maintains Levels of Service (LOS), and enhances the natural environment
- Increases public access to shoreline areas, as appropriate and feasible
- Support for the City's Shoreline Master Program (SMP)
- Identification and incorporation of important viewpoints, wetland areas and other natural features into park system planning
- Incorporation of non-motorized trails and school district facilities into park system planning
- Maintaining a Capital Facilities Plan (CFP) including parks and recreation needs, optimizing system function and helping make investments timely and cost-effective
- Maintaining and improving the local stock of parks, open space areas, landscape features and forested areas as part of the city's "park-like" character.

Parks & Recreation Goals & Policies

<p>G.01-PR</p>	<p>Develop a system of parks, walking trails and recreation facilities that are financially sustainable, meet public recreation needs, and incorporate and enhance the natural environment.</p>
<p>G.02-PR</p>	<p><i>Increase public access to shoreline areas as appropriate and feasible, considering:</i></p> <ul style="list-style-type: none"> • <i>Property rights</i> • <i>Maintaining public safety</i> • <i>Limiting municipal liability</i> • <i>Maintaining natural character and appearance</i> • <i>Maintaining ecological functions</i>
<p>P.01-PR</p>	<p><i>Protect park and recreation areas from physical damage and/or limitations on use resulting from surrounding conditions including heavy traffic, excessive noise, surface water runoff, or air and water pollution</i></p>
<p>P.02-PR</p>	<p><i>Designate accessible, publicly owned shorelines using appropriate signs.</i></p>
<p>P.03-PR</p>	<p><i>Priority for shoreline access acquisition should consider resource desirability, availability and proximity of population.</i></p>
<p>P.04-PR</p>	<p><i>Acquire and develop shoreline areas and access features in accord with the City’s Shoreline Master Program and with park and recreation goals.</i></p>
<p>P.05-PR</p>	<p><i>Make public shorelines fully accessible per ADA standards whenever physical conditions reasonably permit.</i></p>
<p>P.06-PR</p>	<p><i>Make viewpoints, lookouts, and vistas of shorelines and wetlands publicly accessible where conditions reasonably permit, ensuring adequate protection of private properties.</i></p>
<p>P.07-PR</p>	<p><i>Work to connect parks facilities, public viewpoints and shoreline access areas using trails and bicycle pathways.</i></p>
<p>P.08-PR</p>	<p><i>Work to optimize the recreational, educational and historic value of publicly-owned shoreline areas and access points.</i></p>

- P.09-PR *Coordinated with community needs, work to identify, acquire or reserve lands for future open space, parks or recreational needs, or shoreline access, whether visual or physical.*
- P.10-PR *Shoreline recreational areas should be sited and designed to facilitate adequate monitoring of activity and maintenance.*
- P.11-PR *Bicycle path planning should take into consideration opportunities for shoreline views.*
- P.12-PR *Cooperate and coordinate with the Highline School District, and with other public agencies and private groups to meet the recreation needs of the city.*
- P.13-PR *Consider opportunities to obtain additional lands and facilities for parks throughout the city, particularly in those areas facing the most potential development.*
- P.14-PR *Periodically compare recreational demand and usage to established Levels of Service, informing consideration of additional capital programs for parks.*
- P.15-PR *Maintain an updated and financially viable plan for meeting park and recreation needs.*
- P.16-PR *Develop and update a Parks Improvement Program on an annual basis, in conjunction with the City's overall Six-Year Capital Improvement Plan (CIP) and the annual City budget process.*
- P.17-PR *Assign a high funding priority to park projects that incorporate walking trails and/or eliminate safety hazards.*
- P.18-PR *Consider the cost of operation and maintenance when developing or enhancing parks.*
- P.19-PR *Ensure adequate annual funding for general and preventative maintenance of existing parks.*
- P.20-PR *Utilize supervised volunteers to aid provision of parks and recreation services whenever appropriate.*

P.21-PR	<i>Balance public use needs and preservation of the natural environment in park design.</i>
P.22-PR	<i>Open newly acquired parklands to the public as soon as possible, completing improvements as necessary to implement parks-related goals and policies.</i>
P.23-PR	<i>Incorporate features in park design that benefit the natural environment and educate users regarding their presence and function.</i>
P.24-PR	<i>Utilize eco-friendly methods and products in development and maintenance of parks.</i>
G.01-EV	Protect and restore shoreline areas, implementing the goals, policies and actions listed in the City's adopted Shoreline Master Program.
P.03-EV	<i>Restore and/or preserve identified wetland and marsh areas in Normandy Park, supporting stormwater control, habitat preservation and open space provision.</i>
P.04-EV	<i>Restore and/or preserve buffering vegetation surrounding identified wetland and marsh areas.</i>
P.05-EV	<i>Promote soil erosion prevention techniques, including:</i> <ul style="list-style-type: none"> • <i>Preservation and/or restoration of natural vegetation</i> • <i>Minimizing the use of grading or cut and fill activities to help retain natural slopes and watershed function.</i>
P.09-EV	<i>Shoreline features having historic, cultural, scientific or educational value should be designated and then retained and protected.</i>
P.11-EV	<i>Plan future shoreline access areas to include ancillary facilities such as parking and sanitation when appropriate.</i>
P.12-EV	<i>Shoreline access and ancillary facilities should be designed and developed to minimize conflicts with adjacent private properties.</i>

P.14-EV	<i>Shoreline recreational use and development should enhance environmental qualities with minimal adverse effect on the natural environment.</i>
G.01-LU	<p>Locate and organize land uses citywide to balance among objectives including:</p> <ul style="list-style-type: none"> • <i>Protection and enjoyment of natural resources</i> • <i>Optimized health, safety and welfare of citizens</i> • <i>Efficient, cost-effective service provision</i> • <i>Improved shopping and service options</i> • <i>Preservation of community character</i> • <i>Compatibility / reduced function and aesthetic conflicts among differing adjacent land uses.</i>
P.07-LU	<i>Promote and coordinate the provision of public facilities with public and private development.</i>
P.08-LU	<i>Participate in the planning and siting of capital facilities by County or other agencies where such facilities may benefit or influence Normandy Park planning goals.</i>
P.09-LU	<i>Support the provision of features and services in community facilities that benefit all residents of Normandy Park.</i>
P.11-LU	<i>Control development in environmentally sensitive or critical areas, preserving natural function, water quality, public safety and open-space character.</i>
P.19-LU	<i>Work with municipalities and agencies surrounding Normandy Park to ensure City notification and opportunity for comment on pending land use actions that may affect water quality, air, water or noise pollution, increased traffic or other factors that influence the local quality of life.</i>
P.22-LU	<i>Retain publicly-owned street ends.</i>
G.02-XP	Maintain established Level of Service (LOS) standards for the street system, supporting alternative means of transportation including walking, bicycle riding, and public transit.

P.02-XP *Support coordinated efforts between the city and other jurisdictions including neighboring cities, the county, region and state to:*

- *Develop transportation plans and projects*
- *Coordinate land use with transportation planning*
- *Develop funding and concurrency strategies to meet the requirements of GMA*
- *Coordinate public transportation, including opportunities for local circulator routes (sweep shuttles) and service to the new S. 200th Street light rail station.*

P.06-XP *In the annual update of the six-year Transportation Improvement Program, consider:*

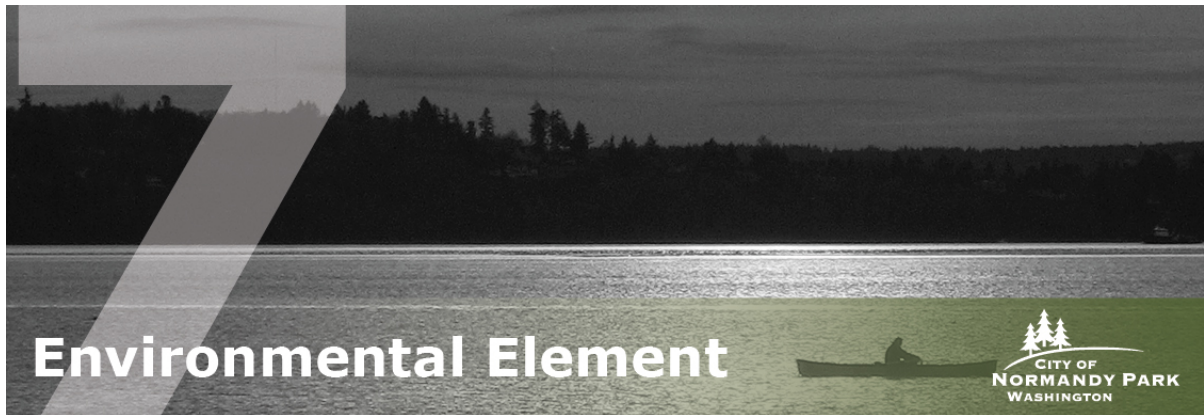
- *The priorities established in the Capital Facilities Plan*
- *Recent land use decisions*
- *Street sections that are substandard and in need of repair and/or upgrading*
- *Pedestrian and bikeway improvements that will reduce vehicle trips*
- *Opportunities to place utility lines underground.*

P.09-XP *Manage single occupant vehicle usage and encourage walking, biking, carpooling, and transit ridership to reduce greenhouse gas emissions and foster public health. Methods may include:*

- *Prioritizing pedestrian and transit corridor improvements*
 - *Monitoring employer compliance with Commute Trip Reduction Act, if applicable*
 - *Working with transit providers to pursue new local circulator ("sweep shuttle") and light rail shuttle service*
 - *Working with METRO and PSRC on efforts to increase carpooling and transit ridership*
 - *Encourage use of low-emission vehicles.*
-

P.14-XP	<p><i>Enhance pedestrian and bicycle opportunities, and preserve the capacity of city streets by expanding the existing system of sidewalks and trails to create a more effective pedestrian/bicycle circulation system. Give priority to:</i></p> <ul style="list-style-type: none"> <i>1st Avenue South</i> <i>Marine View Drive</i> <i>Internal pedestrian paths, allowing walkers to return to their origin without having to go on 1st Avenue or double back</i> <i>East - west sidewalks, such as along Normandy Park Drive SW that provide the best opportunities for improving east-west circulation.</i>
G.02-CF	<p>Develop and maintain the city’s public facilities to ensure adopted levels of service exist for current users and for forecast growth.</p>
G.03-CF	<p>Actively influence the future character of the city by coordinating the development of city facilities and services with adopted land use patterns and intensities.</p>
P.02-CF	<p><i>Coordinate land use and public works activities with an ongoing program of long-range financial planning to ensure availability of fiscal resources for implementing the Capital Facilities Plan (CFP).</i></p>
P.03-CF	<p><i>Where appropriate and reasonable, utilize utility and transportation rights-of-way for public access and use.</i></p>
P.17-CF	<p><i>Determine which services are most cost-effectively delivered by the city, and which services should be contracted out to others. Use joint facilities with adjacent service purveyors, where appropriate, to provide the most efficient and cost-effective service.</i></p>
P.33-CF	<p><i>Encourage the use of public rights-of-way for multiple purposes, including basic transportation, major utilities, stormwater systems and recreational trails.</i></p>

Numbering key: LU = Land Use; HO = Housing; XP = Transportation; CF = Capital Facilities; PR = Parks & Recreation; EV = Environment



Introduction

Shoreline areas and natural environmental features play an especially strong role in Normandy Park, influencing community character and quality of life. Important natural assets for residents include views of Puget Sound; native vegetation; local geography; soils; surface and sub-surface water bodies, and air quality. The following pages summarize the environmental systems and conditions that influence the City's planning, as well as its development of a Critical Areas Ordinance (CAO) and Shoreline Master Program (SMP). This chapter also provides a set of goals and policies to compliment the City's efforts regarding its natural assets.

The City updated its CAO in 2010, mapping related areas and developing regulations using Best Available Science (BAS) and conducting a public process for review and adoption, including a Technical Advisory Committee. To accompany the new regulations, the City prepared a Citizen's Guide to help explain the CAO, and a more detailed summary covering process, critical area and BAS definitions and buffer/setback tables. Policies in this updated plan reflect the findings and regulations adopted under the 2010 CAO.

In 2014, the City passed a resolution to adopt an updated SMP, paired with updates to critical areas regulations to help implement the program. Though not yet adopted, the SMP is expected to serve as the City's primary tool for implementing shoreline and shoreline ecosystem goals. The SMP was developed to comply with Shoreline Master Act (SMA) requirements (RCW 90.58), and the state's SMP guidelines (Washington Administrative Code [WAC] 173-26, Part III), which went into effect in 2003.

This element incorporates the CAO and SMP by reference, and is not intended to amend or modify what is contained there. Rather, it is intended to echo what exists in the CAO and SMP, reinforcing the prominence of those documents by incorporating their policy framework in this plan. The policies and actions referenced in this

element should be considered as lending a community-wide perspective to the City's shorelines and critical areas, suggesting ways that other city policies can work with natural environment policy to achieve the type of shoreline and environmental conditions the community seeks.

The City also adopted a resolution in 2015 authorizing execution of an Interlocal Agreement for climate collaboration with King County and participation in the King County-Cities Climate Collaboration project.

Purpose & Relationship to the GMA

This natural environment and shorelines element is included in recognition of the importance of those features and systems to the citizens of Normandy Park, helping sustain them over time. This element acknowledges that the goals and policies of the Shoreline Management Act are one of the goals of the Growth Management Act (GMA). Because critical area and shoreline planning and regulations strongly influence land use and comprehensive planning, these pages present policies and programs intended to achieve community aspirations as well as to help implement critical area and SMP objectives.

Natural Environment

The natural environment is a complex system of inter-related components including air, water, soils, plants, and animals, all of which are affected by human activity. The purpose of this section is to expand upon the community's commitment to the stewardship of natural resources and provide a policy basis for city decisions that affect the natural environment. The GMA contains the following goal concerning the environment:

"...protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water." (RCW 36.70A.020(10))

This goal envisions a mutually-supportive relationship between humans and the natural environment, balancing competing objectives. Moreover, the GMA contains specific requirements for the designation and protection of critical areas.

Inventory & Analysis

Topography & Critical Areas

Normandy Park's topography is similar to other receding coastline areas in the Puget Sound region. The shoreline has steep high banks except where small creeks and

streams have created low bank deltas with steep wooded ravines. Inland, the land slopes gently towards the Sound and is interrupted by the Arrow Lake Basin as well as various forested wetlands at the sources and along the banks of the streams that traverse the city.

In accordance with the Washington State Growth Management Act (GMA), Normandy Park's land use planning and regulatory effort recognizes that there are areas that are unsuitable for building and areas that provide valuable natural resources that should be protected from development. The following sections describe the various types of critical (or "environmentally sensitive") areas within the city. As discussed in the introduction, the City completed and adopted a set of regulations comprising a CAO, which classify such features and protect them from damage due to development or land use activities.¹ Mapping work commissioned in 2015 produced a composite Critical Areas Map, reproduced here as Figure 7.02, which locates many of the following features in Normandy Park. Detailed maps depicting each of several critical areas categories were also produced for the City as part of the 2015 work, and as part of similar work performed in 2008.²

Streams

Streams, in their natural state, support a multitude of fish and wildlife, protect property by moderating flooding and erosion, and provide recreational opportunities and aesthetic value. Surface water in the Normandy Park planning area drains predominantly into three streams: Walker Creek, Miller Creek, and Normandy Creek.³ Walker and Miller Creek are "significant," or Class 2, streams that run year-round and are salmon-bearing. Normandy Creek is an unclassified stream that is not used by salmonids.

Flood Hazard Areas

Flooding is a natural geologic process that shapes the landscape and provides habitat for wildlife. As human activities encroach upon floodplains and affect the distribution and timing of drainage, flood problems typically increase. The built environment also creates localized flooding problems outside of natural floodplains by altering

¹ Chapter 18.36, Critical Areas Development Regulations, Normandy Park Municipal Code.

² Critical Areas mapping, March 2008, BHC Consultants.

³ A fourth waterway, Des Moines Creek, abuts Normandy Park's southernmost edge, but all associated sensitive areas exist outside City limit lines.

and confining drainage channels, thereby reducing their capacity to contain flows.

Flood hazard areas are generally defined as those subject to inundation by 100-year floods. A 100-year floodplain is an area that has a one percent chance of inundation in any given year. In Normandy Park, such areas include lands adjacent to Normandy, Miller, and Walker creeks, Nature Trail Park, and lowlands along the Puget Sound shoreline.

Erosion & Landslide Hazards

Erosion and landslide hazards are found mainly in areas with steep slopes. Many of the major valleys and shoreline bluffs of the Puget Sound region are bordered by steep slopes and unconsolidated glacial deposits and soils that are highly susceptible to landslides. These unstable slopes are a major hazard to people and structures, but they provide ecological value as "beach-feeder" bluffs as they erode.

Erosion is a natural process of the wearing away of land surfaces by water, wind and glacial scour. Of these geologic forces, erosion by running water is the dominant process



Figure 7.01 – A small number of homes in Normandy Park rely on beach access.

operating on the glacially-sculpted modern landscape of the Puget Sound Basin. In addition to slope, the susceptibility of any soil type to surface erosion depends upon the physical and chemical characteristics of the soil, its protective vegetative cover, and the amount and velocity of water running over it. Normandy Park's erosion and landslide hazard areas are concentrated on the steep slopes and bluffs along the Sound shoreline, particularly from Normandy Creek southward to Des Moines Creek.

The stability of a slope is highly dependent on the water content of the underlying layers of soils. Water readily percolates through sand and gravel, but it ponds above less permeable silt, clay, and till layers, saturating the overlying layers. Where a less permeable layer such as clay or silt intersects a hillside or bluff, water often seeps from the layers above. This combination of soil types, topography, and local ground water levels and flow results in a high potential for landslide. Areas identified as presenting landslide hazards in Normandy Park are limited to lands

generally just outside northern City limits along the Puget Sound and an upper portion of a Miller Creek tributary.

Seismic Hazards

For purposes of this plan, Seismic Hazard areas are those subject to risk of earthquake damage as a result of soil settlement or soil liquefaction. These conditions occur in areas underlain by a shallow ground water table. Ground shaking can cause loosely packed soils to become more densely packed, resulting in ground settlement. Liquefaction occurs when the structure of water-saturated soil collapses, and the water pressure is left to support the weight of the overlying soil. The resulting soil mass has little resistance to horizontal movement. Loose, water-saturated materials also tend to experience the most severe ground shaking during regional earthquakes. Such events may also trigger landslides, soil compaction, and inundation from seismically induced water waves. The 2015 Critical Areas map locates seismic hazard areas in the vicinity of Walker and Miller Creek in the northeastern-most portion of Normandy Park.

Wetlands

Wetlands in their natural state offer enormous biological, hydrological and economic value. As transition areas between land and water environments, wetlands play a critical role in the life-supporting aspects of aquatic systems, while modifying the destructive forces of drought and flooding. Bogs, marshes, swamps, and ponds provide food and cover for a multitude of wildlife.

Historically, wetlands have been considered “wastelands,” often drained and filled for agricultural, industrial, or residential uses. As a result of habitat loss, many plants and animal species, once plentiful, are now scarce in the Puget Sound region. Loss of the hydrologic benefit of wetlands has resulted in decreased water quality and downstream flooding in some urban areas. Structural solutions to drainage concerns may be necessary in areas where the natural drainage system cannot be rehabilitated.

Mapping work conducted as part of this update identified eight wetlands having a total area of approximately 83 acres within Normandy Park. For purposes of buffering and resource protection, wetlands are to be classified according to the currently-adopted Washington State Wetlands Identification and Delineation Manual (1997 or as revised).⁴ Development proposals in or near wetlands or other critical

⁴ See NPMC 18.36.310, Wetlands Designation and Classification.

areas must consult with the City prior to application, determining whether work such as critical areas reporting may be necessary.

Aquifer & Ground Water Protection

Ground water accumulates from precipitation and surface water filtering through the ground to aquifers. Ground water is a critical resource because of its use for drinking water in many areas. Contaminated ground water is costly and difficult, if not impossible, to clean up. Consequently, preventing contamination is crucial to protection of this essential resource.

Several potential sources of ground water pollution exist in Normandy Park, including ineffective or overflowing septic tanks, and improper disposal of household hazardous waste. Prevention of contamination from these sources requires education of residents and business owners, as well as regulatory measures.

The 2015 Critical Areas map locates one aquifer recharge area within City limits, generally located along 1st Avenue South and SW Normandy Road, extending northwards as far as Walker Creek.

The King County Department of Natural Resources and Parks leads implementation of the 2001 Groundwater Protection Program, providing management, policy, and technical expertise to help protect the quality and quantity of the groundwater resources in King County. The program currently provides data including location of groundwater wells, monitoring sites and maps illustrating land use types associated with groundwater permeability.

Fish & Wildlife Habitat Conservation Areas

In Normandy Park, fish and wildlife habitat conservation areas are found in and around the city's wetlands and streams. The stream and wetland provisions in the Critical Areas Ordinance are designed to provide protection of these areas. Figure 1.4, developed using data from the Department of Fish and Wildlife and King County, depicts areas identified for several salmonid species, as well as for smelt, pileated woodpecker, geoduck and hard-shell clam species, and zones along creeks, wetlands and shorelines designated as "biodiversity areas."

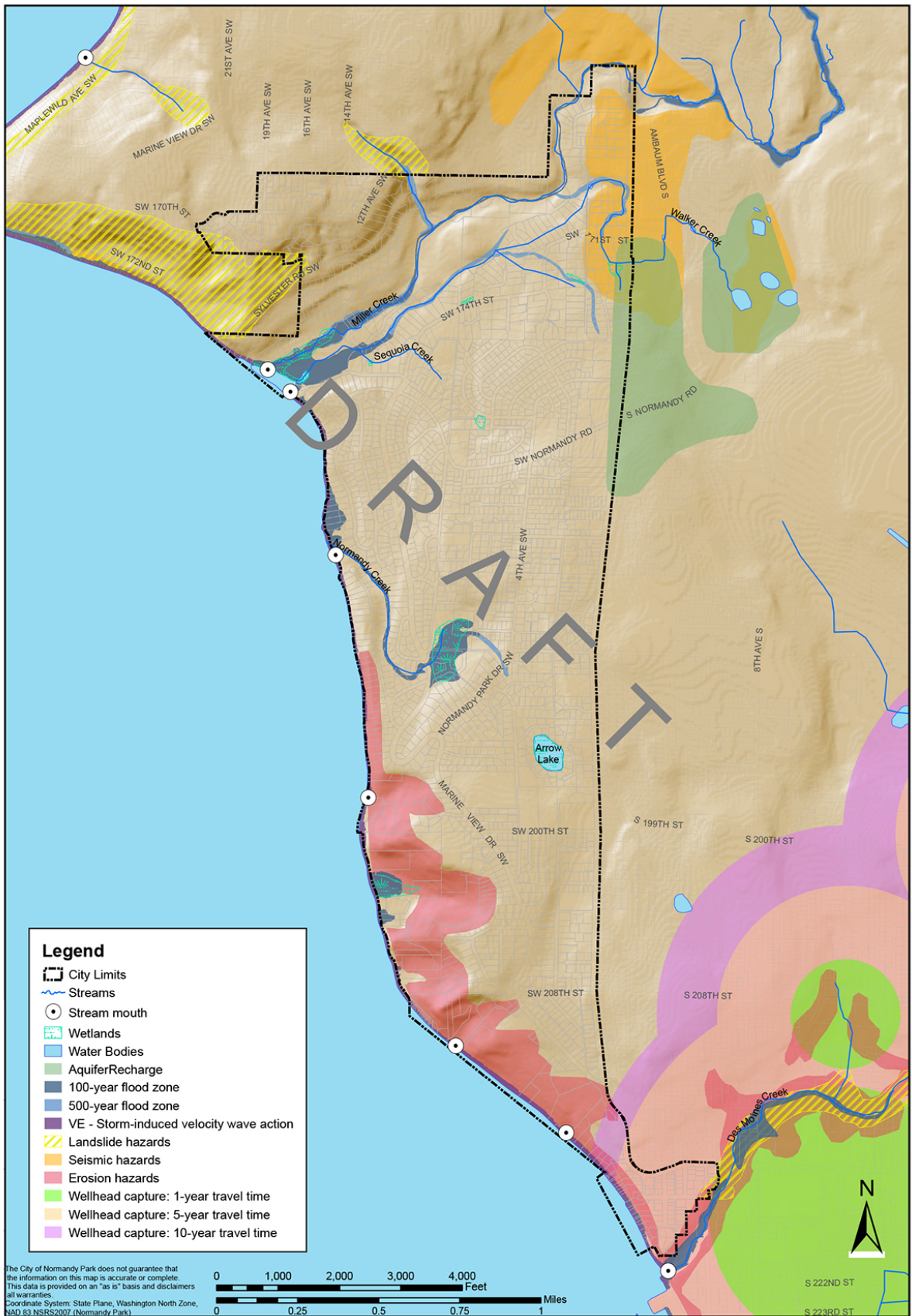


Figure 7.02 – 2015 Critical Areas Map (Hart-Crowser)

Surface Water Management

The area within which surface water drains to a particular body of water is known as a drainage basin. Normandy Park encompasses parts of five drainage basins within its corporate limits. These drainage basins are named for the body of water into which the surface water from that area runs. These five basins are Normandy Creek, Lower Puget Sound, Miller Creek, Walker Creek, and Des Moines Creek.

Within each drainage basin, land use plays an important role in how much and how fast surface water drains from the land into the streams and wetlands. As land is developed with roads, buildings and other impervious surfaces, it loses its ability to absorb rain and snow run-off. As developed lands lose their ability to absorb water, it becomes necessary to intervene and create artificial drainage systems to prevent flooding of those areas that receive the run-off from developed areas.

Because of its location at the bottom of several converging drainage basins that have been substantially developed, Normandy Park has numerous drainage and flooding problems. In 2011, the City developed a Stormwater Management Plan, detailing existing federal, state, and local laws pertaining to stormwater, and outlining six categories of programs the City is or intends to undertake, including:

- 1) Public education – listing programs regarding yard care, car washing, shoreline stewardship and workshops for owners of shoreline properties.
- 2) Public involvement programs – including a Catch Basin Marker Program, a Basin Steward Program and information on noxious weed control.
- 3) Illicit discharge detection and elimination – listing the City’s work on stormwater system mapping; outlining its intention to implement an Illicit Discharge Detection and Elimination program, and indicating participation in King County’s Hazardous Waste Management Program.
- 4) Management of construction site stormwater – listing actions the City has taken including regular inspections of all construction sites; the requirement for pre-construction meetings, and notification to applicants regarding state Department of Ecology permit requirements for grading projects.
- 5) Post-construction stormwater – citing regulatory improvements gained through the adoption of a 2008 drainage ordinance; the creation of a Maintenance Inspection Program, and the City’s intention to encourage “rain gardens,” perhaps in partnership with King County.

- 6) Pollution prevention/good housekeeping program – listing measures the City takes for its own operations, in part directed to comply with the City’s Phase II National Pollution Discharge Elimination System (NPDES) permit received from the Department of Ecology in 2007.

Current Municipal Code lays out general requirements for stormwater management and adopts the 2005 Stormwater Management Manual for Western Washington as its primary design manual. This guidance will likely be updated soon, with new policy set to be published in 2016.

SMP Overview

Purpose & Intent

The Shoreline Management Act defines a master program as a “...comprehensive use plan for a described area.” Shoreline Master Programs differ from traditional land use plans in that the emphasis is on protecting the shoreline environment, utilizing the shoreline for appropriate uses and managing those uses - rather than trying to maximize development potential.

Key purposes of the Normandy Park Shoreline Master Program are:

- To carry out the responsibilities assigned to the City of Normandy Park by the Washington State Shoreline Management Act (RCW 90.58)
- To further, by adoption, the policies of RCW 90.58, and the goals of the Master Program, both described in the SMP document
- To promote the public health, safety, and general welfare by providing a guide to regulations for the protection, and ongoing restoration of, the shoreline resources of the City of Normandy Park.

Regarding restoration, the plan provides a framework to: (1) understand how restoration of ecological function can be accomplished; and (2) suggests pathways to use the SMP process to accomplish the restoration of impaired shoreline functions associated with the Puget Sound shoreline in Normandy Park. The plan takes care to define “restoration” using Washington Administrative Code (WAC) terms, as:

“...the reestablishment or upgrading of impaired ecological shoreline processes or functions. This may be accomplished through measures including, but not limited to, re-vegetation, removal of intrusive shoreline structures and removal or treatment of toxic materials. Restoration does not imply a requirement for returning the shoreline area to

aboriginal or pre-European settlement conditions (WAC 173-26-020(27)).”

Using the WAC definition of restoration, it is clear Normandy Park’s efforts are focused on specific shoreline areas where natural ecological functions have been impaired or degraded.

The SMA defines “Shorelines of the State” as the total of all shorelines and “Shorelines of Statewide Significance” within the state. Accordingly, Normandy Park’s SMP gives preference to uses that meet the principles outlined below, listed in the order of preference. These principles, defined in RCW 90.58.020, are incorporated into the SMP:

- Recognize and protect the statewide interest over local interest
- Preserve the natural character of the shoreline
- Result in long-term over short-term benefit
- Protect the resources and ecology of shorelines
- Increase public access to publicly owned areas of the shoreline
- Increase recreational opportunities for the public on the shoreline.

In the implementation of this policy, the public’s opportunity to enjoy the physical and aesthetic qualities of natural Shorelines of the State shall be preserved to the greatest extent feasible, consistent with the overall best interests of the state and the people. To this end, uses shall be preferred that are consistent with control of pollution and prevention of damage to the natural environment or are unique to, or dependent on use of, the state’s shorelines. Alteration of the natural condition of the Shorelines of the State, in those limited instances when authorized, shall be given priority for single-family residences, parks, and other improvements facilitating public access to Shorelines of the State, industrial and commercial developments which are particularly dependent on their location on or use of the shorelines of the state, and other development that will provide an opportunity for substantial numbers of people to enjoy the Shorelines of the State.

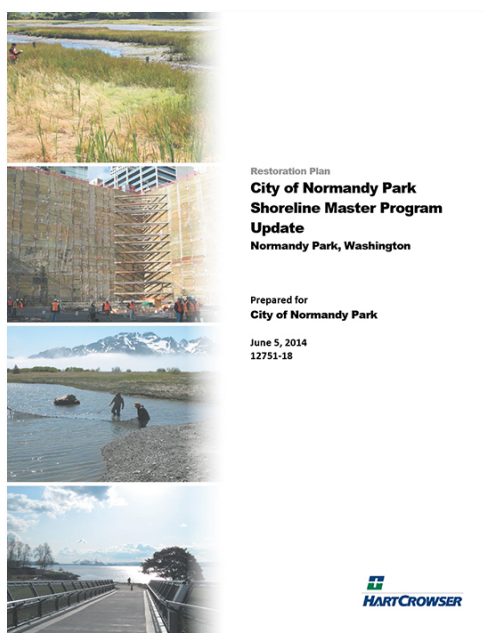


Figure 7.03 – Normandy Park’s SMP.

Protection of shorelines is to be achieved through policies and regulations that safeguard resources from damage caused by use and development. Development may be prohibited in some areas,

but where allowed, it must generally occur in a way that mitigates adverse effects on the natural environment so the net result of the development activity is no worse than the pre-development condition. This is the “No Net Loss” policy mandated by state and federal regulations.

Ecological Segments

The SMP addresses shoreline conditions by dividing the 3.5-mile stretch of shoreline in City limits into six “Ecological Segments” using zoning, land use patterns, habitat type, and geologic data. Areas that may be degraded, that have potential for restoration, or areas with higher levels of shoreline function that should be conserved are identified within each segment, as appropriate. Ecological Segments from the SMP are:

1. Des Moines Beach – extending north from the City’s southern boundary with Des Moines to the last house that was built on the beach
2. Marine View Park / Beaconsfield - extending north from Reach 1 to end of R15 zoning; includes Marine View Park (the only physical public access point to shore for residents of the City)
3. Beaconsfield to Edgecliff - containing mostly low bank accretionary shoreline, beginning with the R20 zoning that extends north through the rest of the City
4. Edgecliff - containing high bank shoreline, vegetated slopes, with houses at the top of the bluff
5. Edgecliff to north end of the Cove - mostly low bank shoreline with houses located within 100 feet of a mostly bulkheaded shoreline; the three mapped streams in Normandy Park all outlet in this segment
6. North end of the Cove to north City Limits - extending from the Cove at the north end of the mouth of Miller/Walker Creek to the northern boundary of the City with Burien.

Each segment is mapped, with notes articulating potential restoration and conservation activities associated with each.

Plans & Resources

The SMP lists and describes multiple plans and programs related to the City’s shoreline, including the Puget Sound Partnership, the Puget Sound Nearshore Project, the Water Resource Inventory Area (WRIA) 9 Forum: Salmon Habitat Plan, as well as the King County SMP, and the City’s own Surface Water Management Division. The plan also lists known existing conservation / restoration activities within Normandy Park, and enumerates several conservation / restoration opportunities the City might undertake to implement SMP goals. The plan also provides an

implementation schedule, identifies funding sources and methods to monitor progress made over time.

Policy overview

As discussed in the introduction to this element, the goals and policies contained in the following section are gathered from existing related policy, and are intended to anchor CAO regulations and supplement policies contained in the City's SMP. An overview of goals and policies contained here includes:

- Protection of ground and surface water quality through land use planning, code enforcement, coordination with other agencies, and other non-project means and methods
- Promotion of soil erosion prevention
- Support for preservation and/or improvement of surface water features and related systems
- Support for developing and maintaining a comprehensive storm sewer system covering all of Normandy Park
- Management of land uses and infrastructure to minimize disruption and enhance the function of natural systems
- Support for resource conservation, city-wide
- Coordination with surrounding jurisdictions and related agencies concerning issues related to environmental conditions in Normandy Park.

Environmental Goals & Policies

<p>G.01-EV</p>	<p>Protect and restore shoreline areas, implementing the goals, policies and actions listed in the City’s adopted Shoreline Master Program.</p>
<p>G.02-EV</p>	<p>Protect environmentally sensitive areas including ground and surface water quality through:</p> <ul style="list-style-type: none"> • Land use planning • Comprehensive development review processes • Code enforcement • Coordination with other municipal and state agencies • Use of best management practices.
<p>P.01-EV</p>	<p><i>Promote on-site water detention, infiltration, or other means to protect downstream properties, water quality, and/or fish and wildlife habitat.</i></p>
<p>P.02-EV</p>	<p><i>Promote measures encouraging proper disposal of hazardous and non-hazardous solid waste.</i></p>
<p>P.03-EV</p>	<p><i>Restore and/or preserve identified wetland and marsh areas in Normandy Park, supporting stormwater control, habitat preservation and open space provision.</i></p>
<p>P.04-EV</p>	<p><i>Restore and/or preserve buffering vegetation surrounding identified wetland and marsh areas.</i></p>
<p>P.05-EV</p>	<p><i>Promote soil erosion prevention techniques, including:</i></p> <ul style="list-style-type: none"> • <i>Preservation and/or restoration of natural vegetation</i> • <i>Minimizing the use of grading or cut and fill activities to help retain natural slopes and watershed function.</i>
<p>P.06-EV</p>	<p><i>Protect, restore and enhance surface water bodies to prevent flooding, erosion, sedimentation, loss of water quality and habitat degradation.</i></p>
<p>P.07-EV</p>	<p><i>Using all reasonable and available means, work to prevent private or public entities from causing pollution of surface waters flowing through or into the city from up to five miles from City limits.</i></p>

- P.08-EV *Work to eliminate surface water contamination in Normandy Park, monitoring for contaminants, investigating problem sources and enforcing adopted standards.*
- P.09-EV *Shoreline features having historic, cultural, scientific or educational value should be designated and then retained and protected.*
- P.10-EV *Plan for, develop and maintain a comprehensive storm sewer system covering all of Normandy Park.*
- P.11-EV *Plan future shoreline access areas to include ancillary facilities such as parking and sanitation when appropriate.*
- P.12-EV *Shoreline access and ancillary facilities should be designed and developed to minimize conflicts with adjacent private properties.*
- P.13-EV *Work to preserve and restore creeks and outflow areas within the city, improving water quality and implementing the adopted Shoreline Master Program.*
- P.14-EV *Shoreline recreational use and development should enhance environmental qualities with minimal adverse effect on the natural environment.*
- P.15-EV *Discourage use of motorized vehicles on all beaches, excepting existing residential service access by prescriptive easement.*
- P.16-EV *All transportation facilities in shoreline areas should be constructed and maintained to cause the least possible adverse impacts on the land and water environments, should respect the natural character of the shoreline, and should make every effort to preserve wildlife, aquatic life, and their habitats.*
- P.17-EV *Encourage efficient use of water and energy in the design of new and remodeled development.*
- P.18-EV *Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.*

P.19-EV	<i>Actively participate in sewer district planning and advocate for improvements that will reduce or mitigate the impacts of unsewered areas of Normandy Park.</i>
P.20-EV	<i>Advocate for the improvement of the wastewater treatment plant in Normandy Park to maintain Best Management Practices and Best Available Science standards in treatment and operations.</i>
G.01-LU	<p>Locate and organize land uses citywide to balance among objectives including:</p> <ul style="list-style-type: none"> • Protection and enjoyment of natural resources • Optimized health, safety and welfare of citizens • Efficient, cost-effective service provision • Improved shopping and service options • Preservation of community character • Compatibility / reduced function and aesthetic conflicts among differing adjacent land uses.
P.10-LU	<i>Manage land uses to minimize significant adverse impacts on topography, geology, surface and ground water, frequently flooded areas, wetlands and vegetation and wildlife.</i>
P.11-LU	<i>Control development in environmentally sensitive or critical areas, preserving natural function, water quality, public safety and open-space character.</i>
P.19-LU	<i>Work with municipalities and agencies surrounding Normandy Park to ensure City notification and opportunity for comment on pending land use actions that may affect water quality, air, water or noise pollution, increased traffic or other factors that influence the local quality of life.</i>
P.21-LU	<i>Encourage strategies that move development from environmentally sensitive areas to more buildable areas elsewhere.</i>
P.05-XP	<i>Design circulation system improvements to promote safety and fuel conservation and reduce environmental impacts, including toxic surface water runoff, air pollution, and noise levels in residential areas.</i>

- P.10-XP *Encourage and promote the use of electric vehicles as they are developed in all automobile, truck, and commercial vehicle classes, supporting the use of such vehicles in ways that are safe and don't impede traffic flow.*
- P.13-XP *As alternative fuel vehicles become more widely available, ensure building codes do not unduly burden the development and implementation of compatible fueling stations.*
- P.01-CF *Facilitate and encourage conservation of electrical, oil, natural gas, and water resources to delay the need for additional facilities, improve air quality, improve water quality (especially that of salmon streams and rivers), and preserve substantial resources for future generations.*
- P.11-CF *Evaluate and refine recycling and solid waste programs to ensure:*
- *Service providers offer cost and/or other advantages to the community*
 - *Regulations are employed only as required*
 - *Such programs demonstrate improved waste diversion rates in the city*
 - *A full range of needed and worthwhile programs exist, addressing all solid waste issues.*
- P.12-CF *Encourage methods of dispersing surface water, including reducing the impervious surface area of new development.*
- P.13-CF *Promote conservation of electricity, water and fuels in the city facilities and vehicles.*
- P.34-CF *Base the siting of public facilities on, but not limited to, the following criteria:*
- *Specific facility requirements (acreage, transportation access, etc.)*
 - *Land use compatibility*
 - *Potential environmental impacts*
 - *Potential traffic impacts*
 - *Fair distribution of such public facilities throughout the county*
 - *Citizen safety.*

G.02-PR	<p>Increase public access to shoreline areas as appropriate and feasible, considering:</p> <ul style="list-style-type: none"> • Property rights • Maintaining public safety • Limiting municipal liability • Maintaining natural character and appearance • Maintaining ecological functions
P.02-PR	<i>Designate accessible, publicly owned shorelines using appropriate signs.</i>
P.03-PR	<i>Priority for shoreline access acquisition should consider resource desirability, availability and proximity of population.</i>
P.04-PR	<i>Acquire and develop shoreline areas and access features in accord with the City's Shoreline Master Program and with park and recreation goals.</i>
P.08-PR	<i>Work to optimize the recreational, educational and historic value of publicly-owned shoreline areas and access points.</i>
P.09-PR	<i>Coordinated with community needs, work to identify, acquire or reserve lands for future open space, parks or recreational needs, or shoreline access, whether visual or physical.</i>
P.23-PR	<i>Incorporate features in park design that benefit the natural environment and educate users regarding their presence and function.</i>
P.24-PR	<i>Utilize eco-friendly methods and products in development and maintenance of parks.</i>

Numbering key: LU = Land Use; HO = Housing; XP = Transportation; CF = Capital Facilities; PR = Parks & Recreation; EV = Environment



Introduction

Planning is a continuous process. Completion of the Comprehensive Plan is by no means an end in itself – in fact, it is a beginning. The purpose of this implementation chapter is to provide direction and a process for enacting the Comprehensive Plan. Adoption of the plan, including its twenty-year vision, is the initial step in achieving City and community objectives. The Comprehensive Plan is the City’s guide for officials and citizens in making decisions regarding land use, economic development, capital facilities and infrastructure improvements, park enhancements, and preservation of natural assets.

The Growth Management Act (GMA) requires local governments to enact land use regulations consistent with and implementing the comprehensive plan within one year following plan adoption. In addition to tracking this plan’s goals, policies and actions, plan implementation includes the following tools:

- Zoning ordinance and subdivision regulations - ensuring these track the plan and the future land use map is a powerful way to help Normandy Park grow in concert with community objectives and vision
- The Capital Facilities Plan (CFP) – the CFP, if developed and maintained to match plan objectives, may effectively guide essential infrastructure investments in transportation, water and sewer facilities, parks and structural improvements
- The annual budget – the City’s budget directs capital towards general operations and maintenance of facilities, street repair, and other essential services. Though each budget focuses on twelve-month increments, keeping longer-term investments in mind - and using the plan to do so - is critical.

The implementation table included in this chapter lists actions and keys them to the relevant goals and policies included elsewhere in

the plan. Items contained in the table are in no way obligations for the City; rather, they are intended to enable current leadership to understand, at a glance, which actions are considered important to the aims of this plan, and which may offer multi-faceted benefits. Each action has been carefully considered in terms of the impact it will have balanced with generalized costs and the City's ability to achieve it. The action items table should be reviewed annually as part of the development of the Planning Commission's annual work plan.

Commitment to Implementation

The many hours devoted by citizen volunteers, City staff, the Planning Commission and others to shape the comprehensive plan confirm their desire for attaining an agreed-upon vision for Normandy Park, and that actions be taken to carry out the plan's recommended goals, policies, and actions.

The most important method of implementing the Comprehensive Plan comes from the day-to-day commitment by elected and appointed officials, City staff members and citizens. The comprehensive plan must be understood as a useful and capable tool to direct the City's future. The plan should be referenced in localized planning studies and staff reports, as well as in informal, planning-related discussions. Maintaining a high "visibility" for the plan will make it a successful, dynamic and a powerful tool for guiding Normandy Park's future.

Ongoing Process

This plan must be scrutinized to ensure that its goals, policies and actions continue to reflect changing community needs and attitudes. Above all, it must be used. Each new development, redevelopment and incentive needs to be considered with the intent of achieving the vision and goals set forth in the plan.

Circumstances will continue to change in the future as the City evolves. To that end, Normandy Park's comprehensive plan will require modifications and refinements to be kept up-to-date and current. Some of its proposals may be found unworkable - and new issues and solutions will continue to emerge. Needed refinements and changes should be carefully noted and thoroughly considered as part of the annual review cycle and future major plan updates. As change occurs, the city's vision should remain the central theme, and work to unify deliberations. The plan's true value lies in the commitment of citizens to agree on an idealized future - and applying that consensus toward efforts that make the city a better place to be.

As a part of their annual work plan, the Planning Commission should annually report to the City Council. Status of implementation for the comprehensive plan should be included in these annual reports. Significant progress and accomplishments during the past year should be recognized, as well as identification and recommendations for needed actions or programs to be developed and implemented in the coming year. The annual report of the comprehensive plan implementation status by the Planning Commission should be coordinated with the City's annual budget development process so that the recommendations will be available early in the budgeting process.

Keeping it Current

Annual Amendments

Annual plan amendments can provide opportunity for relatively minor plan updates and revisions regarding such things as future land use designations, implementation actions and review for consistency with ordinances and regulations. Annual amendments should be prepared and distributed as an addendum to the adopted comprehensive plan. Identification of potential plan amendments should be an ongoing process by the Planning Commission and City staff throughout the year. Citizens, property owners, community organizations and other governmental entities can also submit requests for plan amendments. Proposed plan amendments should be reviewed and approved by the Planning Commission. Plan amendments should be adopted in a manner similar to the plan itself, including public hearings, citizen input and consideration of actions by both the Planning Commission and City Council. Plan amendments should be adopted by resolution.

Major Updates

State Law mandates a major review of the comprehensive plan occur every seven years, with annual updates, if desired, according to regulations summarized in Table 8.01. This update will ensure renewal and continued utility of the comprehensive plan for use by City officials and staff. Annual plan amendments in subsequent years should be incorporated into the next major update. Such updates are likely to be a significant undertaking, involving City officials, departments and citizens, with consultant services if needed. The results of major plan updates are essentially new comprehensive plans, including new up-to-date goals, policies and implementation actions.

Capital Facilities Plan

The Six-Year Capital Facilities Plan (CFP) is a major implementation tool for the Comprehensive Plan. The CFP is a six-year plan of capital projects with estimated dates, costs, and proposed methods of financing. The CFP is reviewed and updated annually. Capital facilities include emergency services (police and fire), parks and open space, roads, sewer, drinking water, stormwater, garbage disposal and recycling, and all government buildings that house public services. The City should periodically review and monitor adopted level of service standards to include additional capital projects that may be necessary to maintain desired service levels.

The GMA requires the CFP, as part of the City's comprehensive plan, to identify specific facilities, include a realistic financing plan, and make adjustments to the plan (e.g. land use assumptions) if funding is inadequate. Planning for capital facilities is a complex task carried out by each department within the City and is the product of separate but coordinated planning efforts, each department focusing on a specific type of facility.

Financial planning and implementation of capital facilities cannot be effectively carried out on an annual basis, since financing often requires multi-year commitments of financial resources. The CFP assumes receipt of some outside grant resources, and if grants are not received, projects may be delayed or removed. The CFP is a planning document - not a budget for expenditures, nor a guarantee that the projects will be implemented. The capital facilities plan is a separate document from the comprehensive plan, describing in more detail each of the capital projects included in the CFP, the basis for selecting projects, criteria used in setting priorities, and the capital project list by priority.

Implementation Responsibility

Responsibility for monitoring the Comprehensive Plan goals, policies, and actions rests with the following groups:

- Citizens - are responsible for bringing their concerns and problems to City staff and to their appointed and elected leadership. The general public should continue to be involved in implementation and maintenance of the comprehensive plan
- City Council - should receive and act upon recommendations in accordance with the vision, goals, and policies of the plan. As an integral participant in the continuous planning process, the City Council should provide overall policy guidance and consider issues and

changes when they are a logical extension of the stated purpose of the comprehensive plan

- Planning Commission - should use the comprehensive plan as a tool for decision making for growth, development and redevelopment to assure the projects, proposals and policies are in accordance with the plan. On a yearly basis, they should submit an annual report of the activities and achievements as well as recommendations for future planning initiatives.
- City Staff - should review all the development issues associated with zoning and subdivision of land for compliance with the stated objectives and the future land use map. Continuous monitoring of planning activities will aid in identifying the need for revisions and updates. Preparation of the annual budget and capital facilities plan should incorporate the actions and projects recommended in the comp plan. Through advisory committees, public meetings, newsletters, citizen comments, media releases and public notices, the City can inform and involve citizens about planning issues. Methods and activities for public participation should be carefully chosen and designed to achieve meaningful and effective involvement.

With an updated comprehensive plan in place, Normandy Park has the necessary guidelines and recommended actions to enable the City to successfully preserve its most valued qualities while growing and becoming an even better place to live.

Table 8.01 – Updating the Comprehensive Plan

Type of change	Frequency	General criteria for change
Zoning code or zoning map changes not directly involving a comprehensive plan change	As needed	Consistency with comprehensive plan policies Consistency with standards of Normandy Park Municipal Code 18.64
Comprehensive plan specific map or text changes including subarea plans	Once a year, with exceptions as allowed under law	Consistency with comprehensive plan policies Consistency with standards of Normandy Park Municipal Code 18.62
Comprehensive plan changes to the capital facilities project list	Once a year, with exceptions as allowed under law	Consistency with comprehensive plan policies Consistency with standards of Normandy Park Municipal Code 18.62
Review and update the overall comprehensive plan for GMA consistency	Every seven years	Consistency with GMA and Countywide Planning Policies Consistency with comprehensive plan policy direction

Review and update of growth forecasts, land quantity, and Urban Growth Area boundaries	At least every ten years in coordination with King County	Consistency with GMA and Countywide Planning Policies Consistent with countywide growth forecasts Consistency with comprehensive plan policy direction
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Actions Table

Approximate Timeframe

Action / Program	0-4	5-8	9-12	13-16	17-20	Agency
<p>A.01 - Prepare and present an annual report to the City Council regarding:</p> <ul style="list-style-type: none"> • Progress implementing comprehensive plan policies and programs • Land consumption, development patterns and activities • Available land inventory, by land use category • Planned and recently implemented capital projects • Capital facilities inventory, identified needs and finance plan • Level-of-Service (LOS) reporting on City services • Conflicts between policies and land use code, identifying issues for resolution. 	■	■	■	■	■	CONP, NPPD, FD, SD, WD
<p>A.02 – Establish guidelines for reviewing actions in surrounding areas and jurisdictions, identifying activities with strong potential to affect conditions within Normandy Park.</p>	■					CONP, COB, COD
<p>A.03 – Create a master plan for all parks within Normandy Park, examining additional recreational, historical, environmental, economic and educational opportunities. Include updated mapping of trails within parks.</p>	■					CONP, MPD
<p>A.04 – Create or re-establish program ties with agencies facilitating low-income home improvement loans or grants.</p>	■					CONP, KCO
<p>A.05 – Review development regulations, revising or amending as necessary to support greater housing diversity where deemed appropriate and beneficial, and in support of the Fair Housing Act.</p>	■					CONP
<p>A.06 - Analyze recycling and solid waste programs regarding effectiveness, potential improvements, and revisions to regulations.</p>	■					CONP

Approximate Timeframe

Action / Program	0-4	5-8	9-12	13-16	17-20	Agency
A.07 - Perform a cost-effectiveness study for all City services, seeking efficiencies and joint-provision opportunities.	■					<i>CONP</i>
A.08 - Revise regulations to require dedication of park-lands or park funding applied to subdivision or multi-family development.	■					<i>CONP</i>
A.09 – Create review criteria for the acquisition of new park or open-space areas.		■				<i>CONP, MPD</i>
A.10 - Investigate scope and range of issues related to arsenic/lead in the soil due to the Asarco Smelter in Tacoma.		■				<i>CONP</i>
A.11 - Create a “Food Corridor” in cooperation with Burien and Des Moines.		■				<i>CONP, COB, COD</i>
A.12 - Develop projects and programs to enhance marine life and salmon stream restoration.		■				<i>CONP, DOE</i>
A.13 - Prepare a comprehensive strategic plan, identifying, quantifying and providing recommendations to sustain City service provision and financial health.	■					<i>CONP</i>
A.14 - Update and maintain the City’s Geographic Information System (GIS) data, incorporating existing mapping as available and including but not limited to: <ul style="list-style-type: none"> • Drainage basin boundaries • Critical aquifer recharge areas • Stormwater infrastructure • Wastewater infrastructure • Private Lanes, citywide • Utility and facility information, coordinating with all providers. 	■	■	■	■	■	<i>CONP, NPPD, FD, SD, WD</i>
A.15 - Establish an historic preservation program for Normandy Park, including creating a comprehensive database of eligible structures and identifying incentives for building renovation or adaptive reuse.		■				<i>CONP, KCO, WSHP</i>

Approximate Timeframe

Action / Program	0-4	5-8	9-12	13-16	17-20	Agency
A.16 – Update the City’s Parks, Recreation and Open Space plan, retaining grant eligibility, integrating environmental and shoreline opportunities and leveraging opportunities, including those provided by the Municipal Parks District.	■		■		■	<i>CONP, MPD</i>
A.17 – Inventory City Rights-of-Way along corridors and at street-ends, identifying opportunities for future improvements to non-motorized trail network, parklands, viewpoints or for shoreline access.	■					<i>CONP</i>
A.18 – Conduct feasibility study on connecting Marine View Park to future “Lake to Sound Trail” from Lake Washington.		■				<i>CONP, MPD, KCO</i>
A.19 – Pursue range of non-motorized projects enumerated under “Walking & Biking” in the Transportation Element.	■	■	■			<i>CONP</i>
A.20 – Participate in the review of the 2016 King County Stormwater Pollution Prevention Manual, and adopt it when complete.	■					<i>CONP, KCO</i>
A.21 – Inventory private lanes and drives to improve understanding of the local transportation network.	■					<i>CONP</i>
A.22 – With the City of Burien, develop strategies and implementation measures promoting safe conditions for children crossing 1 st Avenue South to attend Marvista Elementary School.	■					<i>CONP, COB, WSDOT</i>
A.23 - Prepare design standards for private lanes and drives to assure public safety, effective services provision, and consistency of design.	■					<i>CONP</i>
Abbreviation Key: CONP = City of Normandy Park; NPPD = Normandy Park Police Department; FD = Fire District; SD = Sewer District; WD = Water District; MPD = Municipal Parks District; COB = City of Burien; COD = City of Des Moines; KCO = King County; DOE = Department of Ecology; WSHP = Washington State Department of Historic Preservation; WSDOT = Washington State Department of Transportation						



Terms & Definitions



Acronyms & Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ADA	The Americans with Disabilities Act (Federal)
ADT	Average Daily Traffic
AWC	Association of Washington Cities
B & O	Business and Occupation Tax
BMP	Best Management Practices
CARA	Critical Aquifer Recharge Area
CCC	Community Coordination Center (natural disasters)
CDBG	Community Development Block Grant
CERB	Community Economic Revitalization Board grants
CFP	Capital Facilities Plan
CIP	Capital Improvement Program
CPP	Countywide Planning Policy
CRF	Community Revitalization Financing
CRS	Community Ratings System (FEMA)
CSWMP	(1) Comprehensive Solid Waste Management Plan, (2) County Solid Waste Management Plan
CWMP	Comprehensive Wastewater Management Plan
DAHPP	Department of Archaeology and Historic Preservation (Washington State)
DMA	Disaster Mitigation Act (Federal)
DNR	Department of Natural Resources (Washington State)
DOC	Department of Commerce (Washington State)
DOE	Department of Ecology (Washington State)
DSHS	Department of Human and Health Services (Washington State)
EMS	Emergency Medical Services
EPA	Environmental Protection Agency (Federal)
EPF	Essential Public Facility
ESA	Endangered Species Act (Federal)
FEMA	Federal Emergency Management Agency

FHF	Flood Hazard Factors
FHWA	Federal Highway Administration
FLUM	Future Land Use Map
GIA	Grassed Infiltration Area (water/wastewater)
GIS	Geographic Information Systems
GMA	Growth Management Act (Washington State)
GMHB	Growth Management Hearings Board (Washington State)
HOV	High-Occupancy Vehicle
HUD	Department of Housing and Urban Development (Federal)
IBC	International Building Code
ISTEA	Intermodal Surface Transportation Efficiency Act (Federal)
LEED	Leadership in Energy and Environmental Design
LID	(1) Low Impact Development (2) Local Improvement District
LIFT	Local Infrastructure Financing Tool
LOS	Level of Service
LRF	Local Revitalization Financing
LWCF	Land and Water Conservation Fund
MPO	Municipal Planning Organization (See PSRC)
MSA	Metropolitan Statistical Area (US Census)
NEHRP	National Earthquake Hazard Reduction Program
NHMP	Natural Hazards Mitigation Plan
NHS	National Highway System
NMFS	National Marine Fisheries Service
NPMC	Normandy Park Municipal Code
NWI	National Wetlands Inventory
O & M	Operations and Maintenance (administrative)
OFM	Office of Financial Management (Washington State)
PDR	Purchase of Development Rights
PPH	Persons Per Household
PROS	Parks, Recreation, and Open Space Plan
PRSA	Parks and Recreation Service Area

PSE	Puget Sound Energy
PSRC	Puget Sound Regional Council (See MPO)
PWTF	Public Works Trust Fund (grants)
RCO	Recreation and Conservation Office (Washington State)
RCW	Revised Code of Washington
REET	Real Estate Excise Tax
ROW	Right-of-Way (public)
SEPA	State Environmental Policy Act
SMP	Shoreline Master Program
TAZ	Traffic Analysis Zones
TDM	Transportation Demand Management
TDR	Transfer of Development Rights
TIA	Transportation Improvement Account (grants)
TIB	Transportation Improvement Board (Washington State)
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load (water/wastewater)
TND	Traditional Neighborhood Development
TSM	Transportation System Management
TSS	Total Suspended Solids (water/wastewater)
UA	Urbanized Area (US Census)
UATA	Urban Arterial Trust Account (grants)
UGA	Urban Growth Area
USFWS	United States Fish and Wildlife Service
VMT	Vehicle Miles Traveled
WAC	Washington Administrative Code
WDFW	Washington State Department of Fish and Wildlife
WEDC	Washington State Economic Development Commission
WSDOT	Washington State Department of Transportation
WTP	Water Treatment Plant
WWTP	Waste Water Treatment Plant

Term Definitions

A

Abatement

Reducing or eliminating the degree or intensity of a nuisance or other property-related problem, usually used in connection with zoning code or environmental program enforcement.

Abutting

Having property or zone district boundaries in common; for example, two lots are abutting if they have property lines in common.

Accessibility / Accessible

A term that describes the usability of a facility, product or service by people with disabilities. (See DISABLED, ADA)

Action

Budgetable steps envisioned or undertaken to effectuate plan policy. Actions may include the development of more detailed and localized plans, work to implement policies, formal agreements, regulations or other strategies necessary to realize community goals. (See also GOAL, POLICY, PROGRAM)

Activity Centers

Places that feature a collection of public spaces, commercial land uses and public institutions serving neighborhoods, the community or the region.

Adaptive Reuse

Converting obsolete or historic buildings from their original or most recent use to a new use. For example, an old manufacturing site converted into apartments or retail space.

Aesthetic

The intangible quality of a place or thing that creates the sensory experience of the sublime.

Affordable Housing

Housing where the occupant is paying no more than 30 percent of gross income for gross housing costs, including utility costs. In the case of ownership housing, the purchase cost of a housing unit is equal to or less than three times a household's annual gross income.

Ambient

Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Americans with Disabilities Act (ADA)

For purposes of planning and land use, federal law that generally requires that businesses and public facilities and conveyances be accessible to individuals with disabilities.

Annexation

To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Aquifer

An underground, water-bearing layer of earth, porous rock, sand, or gravel through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Arterials

A class of roadway serving major movements of traffic not served by freeways. Arterial roadways are functionally classed depending on the degree to which they serve through traffic movements versus access to land. In Normandy Park, arterials are classified as MAJOR ARTERIALS or SECONDARY ARTERIALS.

Assisted Housing

Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs.

Automobile-Intensive Use

Retail or commercial uses designed for and/or dependent on exposure to continuous auto traffic, or housing patterns that require residents to drive in order to access basic services.

Average Daily Traffic (ADT)

The average amount of traffic (average number of vehicles) crossing one point location of a roadway within a 24-hour period, and generally expressed as a yearly average.

B

Base Flood

A flood event having a one percent chance of being equaled or exceeded in any given year. (See also FLOOD, 100-YEAR)

Best Management Practice (BMP)

Method(s) by which the adverse impacts of development and redevelopment are controlled through their application; BMPs are defined in the state's stormwater manual as "schedules of activities, prohibitions of practices, maintenance procedures, and structural and/or managerial practices, that when used singly or in combination, prevent or reduce the release of pollutants to waters of Washington State." The types of BMPs identified by the state are source control, runoff treatment, and flow control.

Bicycle-Friendly

Possessing policies, practices and infrastructure that support cycling as a regular mode of travel or for recreation. Factors may include facilities such as bicycle racks; regulations that allow riders to take bicycles on public transit; accessible positioning of bicycle paths relative to roads; lighting, and other features to help people become more comfortable about travelling by bicycle.

Big Box

Large, warehouse-style retail stores. (See AUTOMOBILE-INTENSIVE USE)

Brownfield

An area with abandoned, idle, or under-used industrial or commercial facilities where expansion, redevelopment, or reuse is complicated by real or perceived environmental contamination.

Buffer

(1) An area contiguous with both developable land and a critical area or natural resource land that is required for the integrity, maintenance, function, and stability of the critical area or natural resource land. (2) A designated area or feature intended to mediate between two differing land use types. (See LANDSCAPE BUFFER)

Build-Out

Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

Building Vernacular

Those specific components and architectural treatments that define a style and establish a structure's link to a particular place or region, such as chimney design, eave treatments, window surrounds, exterior materials or building placement on the site.

Built Environment

Buildings, roads, parks, and all other improvements constructed by people that form the physical character of a community.

Business Improvement District (BID)

Partnerships among property owners and commercial tenants who collectively contribute to the maintenance, development and promotion of their commercial district. Often funded primarily through private levies, may also draw on other public and private funding.

Business Sectors

A grouping of businesses and facilities that serve an individual industry, such as medicine or defense, offering benefits including economies of scale, and enhanced access to resources or markets.

C

Capacity (Automotive)

The maximum number of vehicles that can pass over a given section of a lane or roadway in one direction (or in both directions for a two- or three-lane facility) during a given time period under prevailing roadway and traffic conditions. The maximum rate of flow that has a reasonable expectation of occurring.

Capital Cost

Costs of transportation or other systems such as purchase of land, construction of roadways, and acquisition of vehicles. Distinguished from operating cost.

Capital Facilities

As a general definition, public structures, improvements, pieces of equipment or other major assets, including land, that has a useful life of at least 10 years. Capital facilities are provided by and for public purposes and services. For the purposes of a capital facilities element, capital facilities are surface water management, solid waste disposal, law and justice, general government, parks and recreation, airport, transportation, education, fire protection, sanitary sewer and public water supply systems.

Capital Improvement Program (CIP)

A plan that matches the costs of capital improvements to anticipated revenue and a time line. CIPs are usually prepared for six or more years, updated annually, and coordinated with the comprehensive planning process.

Census

The nationwide population count conducted every 10 years by the U.S. Census Bureau.

Census Tract

Small portions of populated areas in which data is collected for statistical purposes during a census.

City Council

A city's legislative body. The popularly elected city council is responsible for enacting ordinances, imposing taxes, making appropriations, establishing city policy, and hiring some City officials. The council adopts the comprehensive plan, zoning, and subdivision ordinance.

Clustered Development

Development in which a number of dwelling units are placed closer together than usual, or are attached, with the purpose of retaining an open space area.

Coastal Bluff

A sloping geomorphic feature formed by erosion and landslides associated with Puget Sound. Coastal bluffs extend from the high water line of Puget Sound, or other coastal feature at or near sea level, to the level of gently sloped areas which make up the greater

Normandy Park Plateau. Normandy Park Municipal Code includes “any slope or portion of a slope over 15 percent which is above or below slopes over 40 percent, and is within one-quarter mile of Puget Sound” as a part of the coastal bluff system.

Commercial

Facilities developed for the buying and selling of commodities and services.

Community

(1) A specific group of people, often living in a defined geographic area, who share a common culture, values, and norms and who are arranged in a social structure according to relationships the community has developed over a period of time. (2) More generally, a distinct local area such as a neighborhood, district, jurisdiction or municipality.

Community Character

The image of a community or area as defined by factors such as built environment, natural features and open space elements, type of housing, architectural style, infrastructure, and the type and quality of public facilities and services.

Community Center

An area of land upon which there are located buildings designed for the purpose of City government, public service buildings, community meetings, community recreation, education facilities and accessory parking.

Community Rating System (CRS)

A program developed by FEMA to provide incentives for communities that have gone beyond the minimum floodplain management requirements to develop extra measures to provide protection from flooding.

Commute Shed

The area from which people may commute from their homes to a specific workplace destination, given certain assumptions about maximum travel time or distance.

Compatible / Compatibility

The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. Some elements affecting land-use compatibility include intensity of occupancy as measured by dwelling units per acre, pedestrian or vehicular traffic generated, and environmental effects like noise, vibration, glare, or air pollution.

Complete Streets

Streets designed to accommodate all modes of travel and enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street.

Comprehensive Plan

An official public document adopted by a local government as a policy guide to decisions about the physical development of the community. It indicates in a general manner how

the community and its government leaders want the city to develop over time, usually with a planning horizon of 20 years.

Concurrency

The concept of timing the provision of public services - particularly road and utilities infrastructure - to meet changes in demand for those services, especially as population grows and public demand increases.

Connectivity / Interconnectivity

The ease of travel between two points. The degree to which streets or areas are interconnected and easily accessible to one another by direct routes. An example of high connectivity would be a dense grid pattern in a downtown area.

Conservation Easement

A legal agreement between a private landowner and a municipal agency or a qualified, not-for-profit corporation to restrict the future development, management, or use of the land.

Context

All the factors that systematically determine the form, meaning, and/or appropriateness of a definable object within its locale as a whole.

Countywide Planning Policy (CPP)

As directed by RCW 36.70A.210, CPPs are written policy statements adopted by Counties in Washington State and used solely for establishing a framework from which county and city comprehensive plans are developed and adopted. By code, CPPs are required to ensure consistency between city and county comprehensive plans.

Critical Area Tract

Land held in either public or private ownership and retained in an open condition in perpetuity for the protection of critical areas. Lands within this type of dedication may include but are not limited to portions and combinations of forest habitats, grasslands, shrub steppe, on-site watersheds, 100-year floodplains, shorelines or shorelines of statewide significance, riparian areas, and wetlands.

Critical Areas

Areas or ecosystems including aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, geologically hazardous areas, and wetlands, as defined in Chapter 36.70A RCW and the Normandy Park Municipal Code.

Critical Aquifer Recharge Area (CARA)

Area where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability of the water.

Critical Facility

A facility for which even a slight chance of flooding, inundation, or impact from a hazard event might be too great. Critical facilities include, but are not limited to, schools, nursing

homes, hospitals, police, fire and emergency response installations, and installations that produce, use, or store hazardous materials or hazardous waste.

D

Demographic

Social, economic, racial and age characteristics of an area's population, helpful in describing in general terms a community's composition.

Density

The ratio between the number of families, individuals, housing units, or residential dwelling units per land surface area. Common measures of density include population per acre or square mile and dwelling units per acre. Gross density includes the area necessary for streets, schools and parks. Net density does not include land area for public facilities. (See also GROSS DENSITY, NET DENSITY)

Design Standards

Standards developed and used to direct how portions of the built environment may developed to look and/or function. Typically, a non-regulatory supplement to development regulations.

Developable Land

Land that is suitable as a location for structures and that can be developed free of significant impact on natural resource areas.

Development

Any human-induced change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation, or drilling operations.

Development Regulation(s)

Regulatory controls placed on development or land use activities by a county or city. (See ZONING)

Development Rights, Transfer of (TDR)

A program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver" site) chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts.

Disability

The consequence of an impairment that may be physical, cognitive, mental, sensory, emotional, developmental, or some combination of these. A disability may be present from birth, or occur during a person's lifetime. (See ADA)

District

An area of a city or county that has a unique character identifiable as different from surrounding areas because of distinctive architecture, streets, geographic features, culture, landmarks, activities, or land uses.

Diversity

A broad range within a definable category.

Dwelling Unit

A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

E

Easement, Conservation

A tool for acquiring open space with less than full-fee purchase, whereby an agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land) or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future).

Ecological Functions

Those uses of land that are part of a larger related natural system. These functions include, but are not limited to, storm water detention; floodway/floodplain; drainway; sediment collection area; aquifer recharge area; fish and wildlife habitat conservation area; wind break; noise, sight, or dust barrier; shade; erosion control; waste disposal; and, maintenance of slope stability.

Economic Development

Sustained increase in the fiscal standard of living of a population, normally accomplished by increasing the supply of physical and human capital and improving technology.

Encourage

Policy direction prompting consideration and action on a range of strategies, such as incentives or regulations, to achieve a desired outcome or purpose. (See also PROMOTE)

Endangered Species

Animal or plant species designated as endangered under federal or state law, whose prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Environmental Impact Statement (EIS)

Under the National Environmental Policy Act (NEPA), a statement on the effect of development proposals and other major actions that significantly affect the environment. (See also SEPA)

Essential Public Facility (EPF)

Essential Public Facilities are facilities usually difficult to site, such as prisons, solid waste facilities, wastewater facilities, airports, inpatient facilities, mental health facilities, group homes, and secure community transition facilities. Detailed criteria used to determine whether a facility is an EPF is established in Section 365-196-550 of the Washington Administrative Code, along with a non-inclusive listing of facilities typically considered EPFs.

Essential Services

Activities that include the maintenance and operation of public utilities associated with electric, gas, telephone, sewer, and waterlines.

Euclidean Zoning

Regulatory controls placed on development or land use activities, most commonly focused on the classification and separation of uses, with building form and public-realm relationships given secondary consideration.

Extremely Low-Income Household

A household with an annual income no greater than 30 percent of the area median family income as determined by the Department of Housing and Urban Development (HUD), adjusted by household size.

F

Family

Two or more persons related by birth, marriage, or adoption. (U.S. Census Bureau)

Fish habitat

Habitat that is used by fish at any life stage at any time of the year, including potential habitat likely to be used by fish that could be recovered by restoration or management and includes off-channel habitat.

Flood, 100-Year

The magnitude of a flood expected to occur on the average every 100 years, based on historical data. A 100-year flood has a one percent chance of occurring in any given year. (See also BASE FLOOD)

Floodplain

All land adjacent to a watercourse over which water flows in times of a flood. The floodplain is subject to a one percent (1%) chance of flooding in any given year as designated in an "area of special flood hazard" by the Federal Insurance Administration.

Form-Based Codes

A method of regulating development to achieve a specific urban form by controlling physical form with a lesser focus on land use. Form-based codes address the relationship between building facades and the public realm, the overall shape and mass of buildings in

relation to one another, and the scale and types of streets and blocks. (See EUCLIDEAN ZONING (antonym))

Frequently Flooded Areas

Lands in the floodplain subject to a one-percent (1%) or greater chance of flooding in any given year. These areas include, but are not limited to, streams, rivers, lakes, coastal areas, wetlands, and the like.

Functional Classification

The process by which streets and highways are grouped into classes or systems according to the character of service they are intended to provide. Functional Classification defines the primary role a road or street serves within the total existing or future network. There are currently three main classes of streets in Normandy Park. (See also MAJOR ARTERIAL, SECONDARY ARTERIAL, LOCAL ACCESS STREET, PRIVATE LANE)

G

Geographic Information Systems (GIS)

Computer-based systems capable of managing, integrating, and displaying geographic and population data to reveal relationships, patterns, and trends.

Geologically Hazardous Areas

Areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.

Goal

Broad statements indicating a general aim or purpose to be achieved. A goal is a direction setter. It is an ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning and implementation measures are directed. A goal is a general expression of community values and, therefore, is abstract in nature. Consequently, a goal is generally not quantifiable, time-dependent, or suggestive of specific actions for its achievement. (See also ACTION, POLICY, PROGRAM)

Green Building Design

The philosophy, approach and application of energy and environmental conservation in the design and construction of buildings, often associated with specific criteria for determining compliance, such as Leadership in Energy and Environmental Design (LEED) certification.

Greenbelt

A band of countryside surrounding or within a city or urbanized area on which building is generally prohibited.

Greenway

A trail facility dedicated exclusively to pedestrian, bicycle and/or equestrian use, usually following alignments other than parallel to roadways and designed to help promote non-automotive travel, often in a natural or near-natural setting.

Greyfield

A blighted area, such as a failed shopping center, that is ripe for redevelopment.

Gross Density

Gross density means the total number of dwelling units divided by the total land area of the site or area, excluding nothing. (See also DENSITY, NET DENSITY)

Groundwater

Water under the earth's surface, often confined to an AQUIFER capable of supplying wells and springs.

Groundwater Recharge

The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage. (See also AQUIFER)

Group Home; Group Care Facility

Any facility used to provide non-medical residential care, day treatment, adult day care, or foster family agency services. Typically used to assist abused or neglected children or people who are physically disabled or mentally impaired.

Growth Management / Growth Management Act (GMA)

The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired and to channel that growth into designated areas. Growth management policies can be implemented through public infrastructure ordinances ("concurrency"), urban limit lines, standards for levels of service, phasing, building caps and other programs. In Washington State, the Growth Management Act (GMA, RCW 36.70A and 36.70B) requires state and local governments to manage growth by identifying and protecting critical areas and natural resource lands, designating urban growth areas, preparing comprehensive plans and implementing them through capital investments and development regulations.

H

Habitat Conservation Areas

Areas designated as fish and wildlife habitat conservation areas.

Hazardous Areas

An area in which a danger is present, or likely to be present, in quantities that require special precautions for construction.

High Intensity Land Use

Land uses associated with high levels of human disturbance or substantial habitat impacts including, but not limited to, medium- and high-density residential (more than one home per acre), multifamily residential, agricultural practices, and commercial and industrial land uses.

Highest and Best Use

The use of a property that will bring the greatest profit to its owners. In theory, the economics of the real estate market establish a maximum value for each parcel of land at any given time. However, owners are not necessarily entitled to that use, particularly when that use may have negative effects on the use and enjoyment of neighboring properties.

High Occupancy Vehicle (HOV)

In Washington State, freeways with High Occupancy Vehicle lanes allow travel for vehicles with two or more people (including the driver) in the vehicle, and where the definition of "people" is not limited by age or licensing status. In addition, buses, emergency vehicles, and motorcycles may use HOV lanes regardless of how many people are on board.

Historic Preservation

The preservation of historically significant landscapes, structures and neighborhoods to facilitate the maintenance, restoration and/or rehabilitation of such features.

Household

Those persons, related or unrelated, who occupy a single housing unit as their usual place of residence. NPMC lists exclusions including transients; individuals or groups residing in halfway houses; crisis residential centers; group homes licensed for juvenile offenders, or other facilities where those residing therein are incarcerated or otherwise required to reside at the facility.

Households, Number of

The count of all year-round housing units occupied by one or more persons. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

Housing Unit / Dwelling Unit

A house, an apartment, a mobile home or trailer, a group of rooms, or a single room that is occupied as a separate living quarters, or if vacant, is intended for occupancy as a separate living quarters.

I

Impacts

Consequences (both good and bad) of an action or decision that occur beyond the site under consideration.

Impact Fee

A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency to pay for improvements and facilities required to serve new development and to reduce the impacts of new development on a community.

Impervious Surfaces

Those paving, roofing or other impermeable surfaces that impede the flow of rainwater or storm runoff into the ground.

Implementation Measure

Regulatory and non-regulatory measures used to carry out a comprehensive or sub-area plan.

Improved Land

(1) Raw land to which basic utilities such as roads, sewers, water lines, and other public infrastructure facilities have been added. (2) Land upon which buildings or other structures have been erected.

Inclusionary Zoning

A locally-adopted regulatory program requiring that a specific percentage of housing units in a project or development remain affordable for a specified period to households with incomes defined as moderate, low and/or very low. Often such regulations require a minimum percentage of housing for very-low, low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.

Incubator Space

Retail or industrial space that is affordable to new, low-margin businesses.

Indigenous Materials (Landscaping)

Plants and landscaping materials generally recognized as being native to an area.

Infill

The process of developing vacant or redeveloping under-used parcels within existing urban areas. With housing, infill provides new residential units within existing neighborhoods, making available new housing without expanding into vacant land on the community's periphery.

Issues

Important unsettled community matters or problems. Issues may be identified in a community's comprehensive plan and dealt with by the plan's goals, policies, implementation actions or programs. (See also GOAL, POLICY, ACTION, PROGRAM)

Infrastructure

Public services and facilities like sewage-disposal systems, water-supply systems, other utility systems, schools, roads, bicycle and pedestrian facilities, and transit systems.

Intensity

The measurement of all uses in a defined area.

Interagency / Interlocal

Relationship or agreement between two or more entities, such as a city, county, school district, nonprofit or private organization, in regard to a specific policy, action or program.

J

Jobs to Housing Balance

The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Joint-Use Agreement

Agreement between two or more entities, such as a city, county, school district, nonprofit or private organization, to share capital, operating costs and responsibilities for a facility. Examples include recreational space, meeting facilities, libraries and community centers.

L

Land Bank

The purchase of land by a local government for use or resale at a later date. Banked lands have been used for development of low- and moderate-income housing, expansion of parks, and development of industrial and commercial centers. The federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing interim use as trails.

Land Conservation

The placement of dwellings and accessory buildings in a pattern of development that reduces impervious surface area, lowers costs of development and maintenance and retains larger expanses of property available for agriculture, forestry, or continuity of ecological functions characteristic of the property to development.

Landslide

An episodic downslope movement of a mass of soil or rock that includes but is not limited to rockfalls, slumps, mudflows, earthflows, and debris slides.

Land Use

The specific purpose for which land or a building is designated, arranged, intended, or for which it is or may be occupied or maintained.

Landmark

(1) A building, site, object, structure, or significant tree having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification for a community.

Landscape Buffer

The separation of land uses from other land uses or sensitive environmental areas by a strip of unoccupied land, reducing potential conflicts and negative impacts by putting distance and screening between the two. (See also BUFFER)

Lead Agency

Agency responsible for all procedural aspects of State Environmental Policy Act (SEPA) compliance.

Level of Service (LOS)

A standard used by public agencies to measure the quality or effectiveness of a municipal service like police, fire, or library, or the performance of a facility, like a street or highway.

Level of Service (LOS) Automobile

A qualitative measure used to relate the quality of traffic service, categorizing traffic flow based on performance measure like speed, density, etc. Manuals published by the National Academies of Science Transportation Research Board (Highway Capacity Manual, "HCM") and the American Association of State Highway and Transportation Officials ("Green Book") provide the following LOS categories:

LOS A - Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

LOS B - Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

LOS C - Denotes a reasonably steady, high volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

LOS D - Designates the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

LOS E - Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe but is not

uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

LOS F - Describes unsatisfactory stop-and go traffic characterized by traffic jams and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal change and “upstream” intersections may be blocked by the long queues.

While the above categories are still commonly used in North America, it is now widely recognized that broader definitions are needed that provide a more complete picture of transportation service, including modes of travel other than the automobile, non-highway portions of the system and ways to evaluate system performance rather than specific locations within the system. The Transportation Element establishes separate LOS standards for transit, walking and bicycling.

Live-Work Quarters

Buildings or spaces within buildings that are used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work.

Local Access Street

Local access streets provide access to limited areas of the city, individual properties and secondary arterials. The majority of street-miles in Normandy Park fall into this category.

Long-term Commercial Significance

Includes the growing capacity, productivity, and soil composition of the land for long-term commercial production, in consideration with the land’s proximity to population areas, and the possibility of more intense uses of the land.

Lot Line

The legal perimeter of a parcel of property, often shown on a record of survey, final plat and/or legal description of property.

Low-Income Household

Households whose income is between 51% and 80% of the median income for the area, as determined by the Department of Housing and Urban Development (HUD), adjusted by household size.

Low-Intensity Land Use

Land uses which are associated with low levels of human disturbance or low habitat impacts, including, but not limited to, passive recreation, open space, or forest management land uses.

M

Mass Transit

The general term used to identify bus, rail, or other types of transportation that move large numbers of people at one time.

Mean

The average of a number of figures computed by adding up all the figures and dividing by the number of figures. (See also MEDIAN and MODE)

Median

The middle number in a series of items where an equal number figures lie above and below it. (See also MEAN and MODE)

Metropolitan Planning organization (MPO)

A regional council of governments within a metropolitan region as defined by the federal government and authorized under federal law to develop a regional transportation plan. (See also Puget Sound Regional Council (PSRC))

Major Arterial

Streets that carry significant through-traffic and provide ties to the Secondary Arterial network. Normandy Park example: 1st Avenue South (SR 509).

Mitigation Measures

Measures that modify a project to reduce or eliminate a significant impact, including, but not limited to, environmental and economic impacts.

Mixed-Use

(1) Individual buildings, typically those that feature residential units above or beside a story or two of commercial spaces. (2) Land use category allowing a mixture of uses including residential, retail, commercial, institutional, entertainment and cultural uses. (See Chapter 2, Land Use Element for specific category description)

Modal Choice

Transportation options, or individual preferred methods of transportation, such as walking, bicycling, using an automobile, or riding a bus or rail transit.

Mode

(1) In statistics, the number that occurs most frequently in a given series. (See also MEAN, MEDIAN) (2) A method of transportation.

Moderate-Income Household

A household with an annual income between the lower income eligibility limits (generally 80 percent) and 120 percent of the area median family income as determined by the Department of Housing and Urban Development (HUD), adjusted by household size.

Moderate Intensity Land Use

Land uses associated with moderate levels of human disturbance or substantial habitat impacts including, but not limited to, low-density residential (no more than one home per acre), active recreation, and moderate agricultural land uses.

Multi-Family Units

Freestanding buildings composed of two or more separate living units, with each unit having its own bedroom, kitchen and bathroom facilities.

Multi-Modal

Two or more modes or methods of transportation. The means by which people move from place to place including, but not limited to automobiles, water vessels, trains, planes, bicycles, skateboards, and by foot.

Municipal Services

Services traditionally provided by local agencies, including water and sewer, roads, parks, schools, and police and fire protection.

N

National Environmental Policy Act (NEPA)

An act passed in 1969 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Historic Preservation Act

A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation. It authorized grants-in-aid for preserving historic properties.

National Register Of Historic Places

The official list of national historic sites, districts, buildings, structures, and objects worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the list is part of a program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources.

Native Vegetation

Plant species indigenous to the Western Washington area.

Neighborhood Center

A small-scale concentration of mixed uses, generally located at the crossing of arterial streets, consisting of less than 80,000 total square feet of retail and office space, and intended to serve the daily needs of the immediately surrounding neighborhoods.

Net Density

The total number of dwelling units divided by the net area of the lot or site. The net area excludes roads, public open spaces, community facilities, and critical areas (environmentally sensitive areas). (See also DENSITY, GROSS DENSITY)

No Net Loss

As applied to development or interventions impacting critical areas, means that the systemic functions and values of such areas shall not be diminished.

Non-Motorized Transportation

Bicycle, pedestrian and equestrian transportation modes.

Notice (of Hearing)

A legal document announcing the opportunity for the public to present their views to an official representative or board of a public agency concerning an official action pending before the agency.

O

Open Space

(1) Land in a predominantly natural state or altered for natural resource based uses (e.g., farming), and may include, but is not limited to: riparian areas, agricultural lands, watersheds, forests, floodplains, and habitat areas. (2) A land use designation in Normandy Park applied to areas not intended for development. (See Chapter 2, Land Use Element for specific category description)

Operating Costs

Those recurring costs in transportation or other systems, such as salaries and wages, maintenance, energy, taxes, insurance, and supplies. Distinguished from capital cost.

Ordinance

A municipal statute or legislative action adopted by a local government that has the force of law.

Overlay Zone or District

A designated area applying additional special regulatory requirements or standards to address unique circumstances, such as on land near airports, in environmentally sensitive areas or in historic districts.

P

Parking Management

A Transportation Demand Management (TDM) technique designed to obtain maximum use from limited parking spaces. It can involve variable pricing and preferential treatment for High-Occupancy Vehicles (HOVs), non-peak period users, and short-term users.

Parking, Shared

A public or private parking area used jointly by two or more uses.

Peak Hour / Peak Period

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods.

Pedestrian Friendly

A street, neighborhood, or agency that supports, through planning and zoning, the location of stores, offices, residences, schools, recreational areas, and other public facilities within walking distance of each other, and oriented to promote pedestrian access. Such areas also often feature narrow streets, street trees, awnings, covered transit shelters, benches, brick paving or other less conventional paving types, sidewalks on both sides of the roadway, and safe street crossings, among other elements.

Pedestrian Infrastructure

Those elements that support those traveling on foot or by bicycle, often including sidewalks, benches, trash receptacles, awnings, bike racks, enhanced roadway crossings, public squares and plazas, and small-scale signs.

Planned Community

A large-scale development whose essential features are: A definable boundary; a consistent, but not necessarily uniform, character; overall control during the development process by a single development entity; private ownership of recreation amenities; enforcement of covenants, conditions, and restrictions by a master community association.

Planned Unit Development (PUD)

Land use zoning which allows the adoption of a set of development standards that are specific to a particular project. PUD zones usually do not contain detailed development standards. Those are established during the process of considering proposals and adopted by ordinance upon project approval.

Plan Amendment

An amendment or change to the text or maps of a comprehensive plan.

Planning Area

Lands contained within City Limits of Normandy Park. Lands outside City Limits upon which activities may influence service or environmental conditions in Normandy Park may also be considered part of the planning area, formerly delineated as part of the City's Plan Influence Area (PIA).

Planning Commission

A group of citizens appointed by the City Council to research, survey, analyze, and make recommendations on current and long range development policies, resource management, implementing ordinances and land use decisions such as subdivision plats and zoning requests.

Planning Period

Refers to the amount of time the comprehensive plan is intended to perform. This plan is designed for a 20-year life with reviews every five to eight years.

Police Power

The legal basis for all planning and land use regulation. This power emanates from the Tenth Amendment to the United States Constitution and entitles states to take actions to protect the public's health, safety and welfare. In turn, the Washington State Constitution grants the same power to cities and counties – but limits the grant to the extent that local regulations may not conflict with state law.

Policy

A topic-specific statement providing guidelines for current and future decision-making. It indicates a clear commitment of the local legislative body. A policy is an extension of a plan's goals, reflecting topical nuance as well as an assessment of conditions. (See also ACTION, GOAL, PROGRAM)

Pollution

A change in the physical, chemical, or biological characteristics of the air, water, or soil that can affect the health, survival, or activities of one or more forms of life in an unwanted way.

Potable Water

Water that is suitable and safe for human consumption.

Poverty Level

As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index. The index provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Preserve

To save from change or loss and reserve for a special purpose.

Private Lane

Private lanes are privately owned roads typically providing access to a maximum of four single-family lots.

Program

A set of specific actions envisioned or undertaken to implement plan policy. Programs may include the development of more detailed and localized plans, policy, formal agreements, regulations or strategies deemed necessary to achieve community objectives. (See also ACTION, GOAL, POLICY)

Promote

Policy direction prompting consideration and action on a range of strategies, such as incentives or regulations, to achieve a desired outcome or purpose. (See also ENCOURAGE)

Proscriptive Ordinance

A written law specifying prohibited actions.

Protect / Preserve

In legal terms, action required to provide the conditions for a monument, site, or historic area to survive. Also related to the physical protection of historic sites to ensure their security against theft or vandalism, as well as environmental attack and visual intrusions. Legal protection, which is based on legislation and planning norms, aims to guarantee defense against any harmful treatment, provide guidelines for proper action, and institute corresponding punitive sanctions.

Proximity

Physical distance between different land uses such as residential and commercial.

Public Facilities

Infrastructure including streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.

Public Open Space

An outdoor, generally undeveloped space normally open and accessible to the general public, regardless of whether the space is publicly or privately held. Public open space may also include property set aside to serve the purpose of protecting and conserving critical areas and natural systems.

Public Services

Include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

Public Spaces / Public Realm

Those areas dedicated to use by the general public, such as streets, sidewalks, parks, community buildings, schools, public open spaces, plazas and other similar spaces.

Public Transportation

Multi-passenger transportation services available to the general public including buses, ferries, vans, airline and rail transit.

Purchase of Development Rights (PDR)

A mechanism typically used to help conserve open spaces, with public agencies or foundations acquiring from landowners the right to subdivide their land, keeping the land as open space in perpetuity.

Q

Quality of Life

The degree to which individuals perceive themselves as able to function physically, emotionally and socially. Quality of life includes all aspects of community life that have a direct influence on the physical and mental health of its members.

R

Reclamation

(1) The reuse of resources, such as those present in solid wastes or sewage. (2) The conversion of areas inundated by water or subject to periodic flooding for agricultural or other uses.

Recreation, Active

A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive

Type of recreation or activity that does not require the use of organized play areas.

Regional

Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Regional Transportation Plan (RTP)

A plan that, among other things, outlines transportation investments for a region. It is drafted by a metropolitan planning organization or regional transportation-planning agency every four years (five years in regions that have attained federal air quality standards) and includes a 20-year outlook for likely growth in the region. (See also PSRC)

Regulation

A rule or order issued by a public agency having the force of law.

Rehabilitation

The repair, preservation, and/or improvement of existing structures, such as substandard housing.

Responsible Agency

All public agencies other than the lead agency that have discretionary approval over a project. Responsible agencies send comments to the lead agency regarding the environmental impacts about which they have expertise.

Responsible Official

Represents the lead agency and is responsible for the documentation and the content of a State Environmental Policy Act (SEPA) analysis.

Revitalization

A process intended to spur economic, social, and cultural redevelopment of a civic area or neighborhood.

Right of Way (ROW)

The right to pass over the property of another. It usually refers to public land required for the traffic lanes plus shoulders on both sides of roads, railroads, bikeways, and trails.

Roadway

An open, generally public way for the passage of vehicles, persons, and animals. Limits include the outside edge of sidewalks, curbs and gutters, or side ditches.

Runoff

Water from rain or snow that is not absorbed into the ground but instead flows over less permeable surfaces into streams and rivers.

S

Sanitary Sewer Systems

All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial or industrial waste.

Secondary Arterial

Streets that provide inter-neighborhood connections and serve both local and through-trips. Normandy Park examples: SW 171st / SW 174th Street from 1st Avenue South to Marine View Drive, and Normandy Park Drive SW from 1st Avenue South to Marine View Drive SW.

Senior Housing

Typically one- and two-bedroom apartments or condominiums designed to meet the needs of and restricted to occupancy by persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older.

Septic System

A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available.

Scenic Resources

Landscapes, open spaces, shorelines, waterways, or other features which are visually or aesthetically pleasing and which contribute affirmatively to the definition of a distinct community or area within the Puget Sound region. May also include historical patterns of land use including logging and farming activities.

Sensitive Development

A use capable of being continued with minimal long-term effects on infrastructure and the environment.

Sole-Source Aquifer

A federal Environmental Protection Agency (EPA) definition, identifying those areas where more than 50 percent of the drinking water is obtained from the groundwater.

Solid Waste

Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Special District

An entity formed to deliver a specific service, like fire protection, water service, recreation or the maintenance of open space.

Species of Local Importance

Those species that may not be endangered, threatened or sensitive from a statewide perspective, but are of local concern due to their population status, sensitivity to habitat manipulation, or other educational, cultural or historic attributes.

State Environmental Policy Act (SEPA)

Enacted in 1971, SEPA provides the framework for agencies to consider the environmental consequences of a proposal before taking action. It also gives agencies the ability to condition or deny a proposal due to identified likely significant adverse impacts.

Stock Cooperative Housing

Multiple-family ownership housing in which the occupant of a unit holds a share of stock in a corporation that owns the structure in which the unit is located.

Stormwater Detention

Any storm drainage technique that retards or detains runoff, like detention or retention basins, parking lot storage, rooftop storage, porous pavement, or dry wells.

Street Furniture

Features associated with a street that are intended to enhance its physical character and use by pedestrians and bicyclists, such as benches, trash receptacles, kiosks, lights, bicycle racks, and newspaper racks.

Sustainable Development

- (1) A pattern of physical development and resource use that aims to meet human needs while preserving the environment, often stated as development meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- (2) Physical development that simultaneously provides for economic prosperity, environmental quality, and social equity.

Street Network or Grid

The patterns formed by roadways and the extent to which they are connected to each other. For example, the traditional urban block-like grid involves a dense matrix of interconnected streets typically seen in older urban areas. On the other hand, a hierarchical grid, common in most suburban areas, consists of sets of minor streets and cul-de-sacs that feed into secondary roadways that ultimately feed into major roadways. (See also CONNECTIVITY)

Street Trees

Trees strategically planted-usually in parkway strips, medians, or along streets-to enhance the visual quality of a street.

Streetscape

The view along a street from the perspective of a driver or pedestrian, especially of the natural and man-made elements in or near the street right of way, including STREET TREES, lawns, LANDSCAPE BUFFERS, signs, street lights, above-ground utilities, drainage structures, sidewalks, and STREET FURNITURE.

Streetscaping

Physical enhancements that affect the appearance or view of a street. Streetscaping can include changes to the road cross-section, traffic management, sidewalk conditions, landscaping, STREET FURNITURE (such as utility poles, benches, or garbage cans), building fronts and materials, signage, and other amenities.

Strip Development

Commercial and higher-density residential development located adjacent to major streets. This type of development is characterized by its shallow depth, street-oriented layout, and numerous points of automobile access. (See also AUTOMOBILE-INTENSIVE USE)

Structured Parking

A multi-story structure or part thereof which is specifically designed for vehicle parking.

Subdivision

The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. The process often includes setting aside land for streets, sidewalks, parks, public areas, and other infrastructure needs, including the designation of the location of utilities.

Suburban

Development patterns characterized by the blending of urban and rural land use types. Buildings are typically dispersed as opposed to centralized. (See also AUTOMOBILE-INTENSIVE USE)

Sustainability

Balancing the need for development and growth against the need to protect the natural and built environment, while at the same time meeting the needs of the present generation without compromising the needs and aspirations of future generations. In planning, sustainability focuses on economic, environmental and social needs to ensure needs of future generations are met. (See also SENSITIVE DEVELOPMENT, SUSTAINABLE DEVELOPMENT)

T

Tax Increment Financing (TIF)

A tax incentive designed to attract business investment by dedicating to the project area the new property tax revenues generated by redevelopment. The increase in revenues (increment) is used to finance development-related costs in that district.

Telecommuting

Working at home or in a location other than the primary place of work and communicating with the workplace and conducting work via wireless or telephone lines, typically in conjunction with computers or other electronic devices.

Threshold Markers

Those indicators of population density, transportation costs, employment commute patterns or household income used to determine at what point another action can or should be taken.

Traffic Calming

A set of strategies used by urban planners and traffic engineers that aim to slow traffic and improve safety for pedestrians and bicyclists. Typical of: curb extensions, center islands, speed bumps, street tree canopies, strategically placed valley pans, and roundabouts.

Transfer of Development Rights (TDR)

A program that can relocate potential development from areas where proposed land uses or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts.

Transit, Public

A system of regularly-scheduled, fixed-route buses and/or trains available to the public on a fee-per-ride basis. Also called mass transit.

Transit-Oriented Development (TOD)

Moderate- to higher-density development, located within easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.

Transportation Demand Management (TDM)

Methods or strategies aimed at changing travel behavior by reducing the demand for single occupancy vehicle travel rather than by expanding transportation facilities to meet travel demand. The strategies can include such things as expanding transit or ride-sharing options, changing parking policies, promoting work hour changes, and providing for telecommuting.

Transportation Facilities

Includes capital facilities related to transportation via air, water or land.

Trip Generation

The dynamics that account for people making trips in automobiles or by means of public transportation, walking or bicycling. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local or regional transportation system. Trip origins of households are correlated with destinations that attract household members for specific purposes.

Truck Route

A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

U

Underutilized Parcel

A parcel of land that is not developed to its full zoning potential.

Undevelopable

Specific areas where topographic, geologic, and/or soil conditions indicate a significant danger to future occupants and a liability to the city or county, and are designated as "undevelopable" by the city or county.

Urban

Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential, commercial, and industrial development, and the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other

such services (for example, safety and emergency response). Development not providing such services may be “non-urban” or rural. (See also URBANIZED AREA)

Urban Design

The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Forest

Includes tree-lined roadways, open green spaces, undeveloped forests, greenbelts and parks, along with other public and private spaces within an urban area.

Urban Growth

Refers to growth (commercial, industrial, and residential) that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. “Characterized by urban growth” refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban.

Urban Growth Area (UGA)

The area between the city limits and the outer boundary of the city planning area as adopted by the City Council and approved by the King County Board of Commissioners. Because its city limits coincide with those of Burien, SeaTac and Des Moines, Normandy Park has no defined UGA.

Urban Services

Utilities (like water, gas, electricity, and sewer) and public services (like police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

Urbanized Area

That space served by public utilities and services and characterized by development intensity of more than two residential units per acre.

Use

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the city or county zoning ordinance and comprehensive plan land use designations.

Utilities / Public Utilities

Enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the

customer. Included are systems for the delivery of natural gas, electricity, and telecommunications services.

V

Vehicle-Miles Traveled (VMT)

One vehicle traveling the distance of one mile. Total vehicle miles is the aggregate mileage traveled by all vehicles. VMT is a key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve air quality goals.

Very Low-Income Household

A household with an annual income usually no greater than 50 percent of the area median family income as determined by the Department of Housing and Urban Development (HUD) and adjusted by household size.

View Corridor

The line of sight - identified as height, width, and distance - of an observer looking toward an object of significance to the community (ridgelines, rivers and historic buildings, for example); the route that directs the viewer's attention.

View Shed

The landscape or area that can be seen directly from a defined viewpoint or along a transportation corridor.

Visioning

A process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals, policies and actions.

W

Walkable Community

Communities where goods (such as housing, offices, and retail) and services (such as transportation, schools, and libraries) that a community resident or employee needs on a regular basis are located within an easy and safe walk. Walkable communities facilitate pedestrian activity, expanding transportation options, and creating a streetscape that better serves a range of users - pedestrians, bicyclists, transit riders, and automobiles. To foster walkability, communities typically mix land uses and build compactly, and ensure safe and inviting pedestrian corridors. (See also PEDESTRIAN FRIENDLY)

Water Table

The upper surface of groundwater, or the level below which the soil is seasonally saturated with water.

Watercourse

Natural or once-natural flowing water including perennial or intermittent rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, or underground drainage and sewage systems.

Water-Efficient Landscaping

Landscaping designed to minimize water use and maximize energy efficiency. (See also XERISCAPING)

Watershed

The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a reservoir, lake, or sea.

Wetland

Area inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Under methodology now in use by federal agencies, defined as "those areas meeting certain criteria for hydrology, vegetation, and soils."

Workforce Housing

Residential units, regardless of housing form, designed to be affordable by households earning moderate or middle incomes.

X

Xeriscaping

Landscaping typified by slow-growing, drought tolerant plants selected conserve water and reduce yard trimmings.

Z

Zone, Zoning District

A legislatively defined and enacted policy, including standards, a detailed map and other criteria, all of which control and define areas of physical development of the city or any part thereof or any detail thereof, and which are classified by ordinance as available for certain uses and unavailable for certain other uses.

Zoning

The demarcation of an area by ordinance into zones and the establishment of regulations to govern the uses within those zones including the location, bulk, height, shape and coverage of structures within each zone.

Zoning, Exclusionary

Regulations that result in the exclusion of various groups of people, such as low- and moderate-income individuals, families with children, particular racial or ethnic groups, or residents of a certain age from a community.

Zoning Incentive

Local actions to encourage development projects that include public benefits over and above those otherwise required. Examples include preservation of greater than the minimum required open space, provision for low- and moderate-income housing, or plans for public plazas or other amenities. Common incentives include streamlining review procedures or allowing more intensive use of land. State law requires local agencies to grant a density bonus and incentives or concessions to a developer who requests a density bonus and agrees to construct or donate land for affordable or senior housing.

Zoning, Inclusionary

Regulations to diversify the range of housing choices constructed or offered within a development to meet the needs of low- and moderate-income families. Often such regulations require a minimum percentage of housing for low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.



Goal & Policy Framework



Goal & Policy Framework

The following tables list the entire goal and policy framework for Normandy Park’s comprehensive plan update. These were developed using the following sources and objectives:

- Existing policies from the 2004 framework
- Revisions to help streamline and clarify existing policies
- Revisions to express goals, policies and actions as defined by the plan
- Revisions to remove regulatory language (existing regulations supporting affected policies were verified as part of the process)
- New policies to accommodate County, PSRC, GMA or other requirements
- New policies reflecting emerging conditions and priorities

Goals and policy numbering is purely sequential, and in no way is intended to reflect relative importance, urgency or City priority.

Definitions of the terms “Goal”, “Policy” and “Action” are provided in Chapter 1, Vision & User Guide, and in the glossary appendix.

All Action Items are listed in Chapter 8, Implementation.

02 - Land Use

Number	Language	Destination Elements
G.01-LU	Locate and organize land uses citywide to balance among objectives including: <ul style="list-style-type: none"> • Protection and enjoyment of natural resources • Optimized health, safety and welfare of citizens • Efficient, cost-effective service provision • Improved shopping and service options • Preservation of community character • Compatibility / reduced function and aesthetic conflicts among differing adjacent land uses 	Land Use <i>Housing, Transportation, Capital Facilities, Parks, Environment</i>
P.01-LU	Manage transitions between varying land use classifications using, as appropriate and practical: <ul style="list-style-type: none"> • Intermediate use categories • Intermediate building forms, including height and setback conditions • Physical buffering, using vegetation and landscaping, setbacks, or other physical buffers 	Land Use
P.02-LU	Uphold the value, appearance and character of Normandy Park through active code enforcement.	Land Use <i>Housing</i>
P.03-LU	Support the location of higher-density housing near higher-capacity roadways and areas where transit is available or viable.	Land Use <i>Housing, Transportation</i>

02 - Land Use

Number	Language	Destination Elements
P.04-LU	Discourage the routing of primary access to high-intensity uses through single-family residential areas.	Land Use <i>Transportation</i>
P.05-LU	Improve shopping and service options within Normandy Park, providing convenient access to day-to-day needs and boosting the local economy.	Land Use <i>Housing, Transportation</i>
P.06-LU	Promote the location of new businesses in vacant commercial spaces, supporting the rehabilitation of existing structures or redevelopment of structures as may be required.	Land Use
P.07-LU	Promote and coordinate the provision of public facilities with public and private development.	Land Use <i>Transportation, Capital Facilities, Parks</i>
P.08-LU	Participate in the planning and siting of capital facilities by County or other agencies where such facilities may benefit or influence Normandy Park planning goals.	Land Use <i>Transportation, Capital Facilities, Parks</i>
P.09-LU	Support the provision of features and services in community facilities that benefit all residents of Normandy Park.	Land Use <i>Parks</i>
P.10-LU	Manage land uses to minimize significant adverse impacts on topography, geology, surface and ground water, frequently flooded areas, wetlands and vegetation and wildlife.	Land Use <i>Environment</i>
P.11-LU	Control development in environmentally sensitive or critical areas, preserving natural function, water quality, public safety and open-space character.	Land Use <i>Housing, Parks, Environment</i>
P.12-LU	Maintain and promote a built environment that is of high quality, is pedestrian oriented, and improves quality of life.	Land Use <i>Housing, Transportation</i>
P.13-LU	Where feasible, require underground utilities in new residential and commercial development to enhance the appearance of the community.	Land Use <i>Housing, Capital Facilities</i>
P.14-LU	Minimize illumination of properties from neighboring uses, including from higher-density or commercial development abutting single-family neighborhoods.	Land Use
P.15-LU	Retain Normandy Park's quiet, residential character by maintaining established noise level standards city-wide, and work to reduce noise from sources such as highways and air traffic.	Land Use
P.16-LU	Identify and support designation of cultural and archaeological resources, using established state and federal criteria.	Land Use

02 - Land Use

Number	Language	Destination Elements
P.17-LU	Work to protect designated historic properties and sites from inconsistent and incompatible land uses.	Land Use
P.18-LU	Promote buffering between housing and noise-generating land uses through the use of berming, landscaping, setbacks, building orientation and other methods.	Land Use <i>Housing, Transportation</i>
P.19-LU	Work with municipalities and agencies surrounding Normandy Park to ensure City notification and opportunity for comment on pending land use actions that may affect water quality, air, water or noise pollution, increased traffic or other factors that influence the local quality of life.	Land Use <i>Transportation, Capital Facilities, Parks, Environment</i>
P.20-LU	Preserve the character of and quality of single-family neighborhoods in Normandy Park.	Land Use <i>Housing</i>
P.21-LU	Encourage strategies that move development from environmentally sensitive areas to more buildable areas elsewhere.	Land Use <i>Housing, Environment</i>
P.22-LU	Retain publicly-owned street ends.	Land Use <i>Parks</i>
P.23-LU	Assure that proposed regulatory or administrative actions do not result in an unconstitutional taking of private property, evaluated in accordance with RCW 36.70A.370.	Land Use

03 - Housing

Number	Language	Destination Elements
G.01-HO	Work to maintain the quality and diversity of housing in Normandy Park.	Housing <i>Land Use</i>
P.01-HO	Encourage and support the provision of housing for residents whose needs are not being met by the housing industry.	Housing <i>Land Use</i>
P.02-HO	Consider creative alternatives to standard subdivisions, such as cottage housing and zero lot line developments that maintain the character and quality of single-family neighborhoods while increasing density.	Housing <i>Land Use</i>
P.03-HO	Support the provision of a wide variety of housing types and densities to help address affordable housing needs, consistent with the city's overall character.	Housing <i>Land Use</i>

03 - Housing

Number	Language	Destination Elements
P.04-HO	Cooperate with neighboring jurisdictions and sub-regional housing agencies to address and meet countywide affordable housing targets.	Housing
P.05-HO	Support private sector efforts to provide affordable housing for residents.	Housing
P.06-HO	Support housing practices as enumerated in the Fair Housing Act.	Housing

04 - Transportation

Number	Language	Destination Elements
G.01-XP	Improve and maintain the street system consistent with the City's land use policies and overall character.	Transportation <i>Capital Facilities</i>
G.02-XP	Maintain established Level of Service (LOS) standards for the street system, supporting alternative means of transportation including walking, bicycle riding, and public transit.	Transportation <i>Parks</i>
P.01-XP	Maintain the efficiency of traffic flow by monitoring traffic, upgrading traffic control devices and developing traffic management techniques as appropriate.	Transportation
P.02-XP	Support coordinated efforts between the city and other jurisdictions including neighboring cities, the county, region and state to: <ul style="list-style-type: none"> • Develop transportation plans and projects • Coordinate land use with transportation planning • Develop funding and concurrency strategies to meet the requirements of GMA • Coordinate public transportation, including opportunities for local circulator routes (sweep shuttles) and service to the new S. 200th Street light rail station. 	Transportation <i>Capital Facilities, Land Use, Parks</i>
P.03-XP	Ensure that streets and circulation systems are designed and constructed according to City standards.	Transportation <i>Capital Facilities</i>
P.04-XP	Include emergency service providers in review of roadway designs to ensure adequate emergency vehicle passage.	Transportation <i>Capital Facilities</i>
P.05-XP	Design circulation system improvements to promote safety and fuel conservation and reduce environmental impacts, including toxic surface water runoff, air pollution, and noise levels in residential areas.	Transportation <i>Capital Facilities, Environment</i>

04 - Transportation

Number	Language	Destination Elements
P.06-XP	<p>In the annual update of the six-year Transportation Improvement Program, consider:</p> <ul style="list-style-type: none"> • The priorities established in the Capital Facilities Plan • Recent land use decisions • Street sections that are substandard and in need of repair and/or upgrading • Pedestrian and bikeway improvements that will reduce vehicle trips • Opportunities to place utility lines underground. 	<p>Transportation <i>Capital Facilities, Parks, Land Use</i></p>
P.07-XP	<p>Continue the redevelopment of 1st Avenue South as a multimodal street, identifying a final design vision and coordinating with WSDOT to implement.</p>	<p>Transportation</p>
P.08-XP	<p>Evaluate traffic impacts of subdivisions and proposed new residential and commercial developments pursuant to the State Environmental Policy Act.</p>	<p>Transportation <i>Capital Facilities</i></p>
P.09-XP	<p>Manage single occupant vehicle usage and encourage walking, biking, carpooling, and transit ridership to reduce greenhouse gas emissions and foster public health. Methods may include:</p> <ul style="list-style-type: none"> • Prioritizing pedestrian and transit corridor improvements • Monitoring employer compliance with Commute Trip Reduction Act, if applicable • Working with transit providers to pursue new local circulator (“sweep shuttle”) and light rail shuttle service • Working with METRO and PSRC on efforts to increase carpooling and transit ridership • Encourage use of low-emission vehicles. 	<p>Transportation <i>Parks</i></p>
P.10-XP	<p>Encourage and promote the use of alternative fuel vehicles (including electric and fuel cell) as they are developed in all automobile, truck, and commercial vehicle classes, supporting the use of such vehicles in ways that are safe and don’t impede traffic flow.</p>	<p>Transportation <i>Environment</i></p>
P.11-XP	<p>Support the use of Normandy Park’s street network by Neighborhood Electric Vehicles (vehicles usually built for top speeds of 25 miles per hour) and other emerging technologies, where appropriate and consistent with State law.</p>	<p>Transportation</p>
P.12-XP	<p>Work with the owners, managers, and tenants of commercial properties to provide electric vehicle charging opportunities at private parking lots within the City.</p>	<p>Transportation</p>
P.13-XP	<p>As alternative fuel vehicles become more widely available, ensure building codes do not unduly burden the development and implementation of compatible fueling stations.</p>	<p>Transportation <i>Land Use, Environment</i></p>

04 - Transportation

Number	Language	Destination Elements
P.14-XP	<p>Enhance pedestrian and bicycle opportunities, and preserve the capacity of city streets by expanding the existing system of sidewalks and trails to create a more effective pedestrian/bicycle circulation system. Give priority to:</p> <ul style="list-style-type: none"> • 1st Avenue South • Marine View Drive • Internal pedestrian paths, allowing walkers to return to their origin without having to go on 1st Avenue or double back • East - west sidewalks, such as along Normandy Park Drive SW that provide the best opportunities for improving east-west circulation. 	<p>Transportation <i>Parks</i></p>
P.15-XP	<p>Work with Metro and other agencies involved in public transportation to provide improved transit services for city residents, including local circulator routes ("sweep shuttle") and service to the new S. 200th Street light rail station.</p>	<p>Transportation</p>
P.16-XP	<p>Coordinate public transportation planning with adjacent communities and regional transportation systems, including the pursuance of transit service connections to the new South 200th Street light rail station.</p>	<p>Transportation</p>
P.17-XP	<p>Support work to reduce Single-Occupancy Vehicle use, including METRO and PSRC efforts that increase carpooling and transit ridership.</p>	<p>Transportation</p>
P.18-XP	<p>Ensure a sustainable street system by:</p> <ul style="list-style-type: none"> • Prioritizing the maintenance and repair of existing facilities, guided by the May 2015 Pavement Maintenance/Management Program report • Considering the best available lifecycle costs for capital improvements, including operation and maintenance costs; environmental, economic, and social impacts; and any replacement or closure costs. 	<p>Transportation <i>Capital Facilities</i></p>
P.19-XP	<p>Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.</p>	<p>Transportation <i>Capital Facilities</i></p>
P.20-XP	<p>Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.</p>	<p>Transportation <i>Capital Facilities</i></p>

05 - Capital Facilities

Number	Language	Destination Elements
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05 - Capital Facilities

Number	Language	Destination Elements
G.01-CF	Facilitate the provision of all utilities at adopted levels of service, compatible with community goals and values expressed in the comprehensive plan.	Capital Facilities
G.02-CF	Develop and maintain the city's public facilities to ensure adopted levels of service exist for current users and for forecast growth.	Capital Facilities <i>Parks, Transportation</i>
G.03-CF	Actively influence the future character of the city by coordinating the development of city facilities and services with adopted land use patterns and intensities.	Capital Facilities <i>Parks, Land Use, Transportation</i>
P.01-CF	Facilitate and encourage conservation of electrical, oil, natural gas, and water resources to delay the need for additional facilities, improve air quality, improve water quality (especially that of salmon streams and rivers), and preserve substantial resources for future generations.	Capital Facilities <i>Environment</i>
P.02-CF	Coordinate land use and public works activities with an ongoing program of long-range financial planning to ensure availability of fiscal resources for implementing the Capital Facilities Plan (CFP).	Capital Facilities <i>Parks, Land Use, Transportation</i>
P.03-CF	Where appropriate and reasonable, utilize utility and transportation rights-of-way for public access and use.	Capital Facilities <i>Parks, Land Use, Transportation</i>
P.04-CF	Ensure that plans consider the best available lifecycle cost of a capital improvement, including operation and maintenance costs; environmental, economic, social impacts and any replacement or closure costs. Seek to secure adequate funding for transportation through a variety of methods, including: <ul style="list-style-type: none"> • Federal and state funds/grants • Public/private partnerships for financing projects that remedy problems or foster economic growth • Impact fees for new developments • Transportation Benefit District or other district fees. 	Capital Facilities <i>Transportation</i>
P.05-CF	Encourage utility providers to review the Land Use and Utility Elements in the comprehensive plan in planning future facilities.	Capital Facilities
P.06-CF	Coordinate planning for utility facilities with adjacent jurisdictions, utility providers, and state and federal agencies, including the Washington Utilities and Transportation Commission (WUTC).	Capital Facilities
P.07-CF	Facilitate and encourage provision of high-speed Internet access for all city residents and businesses that is equal to or better than regional standards.	Capital Facilities
P.08-CF	Encourage the location of utility facilities on appropriate and available lands, including location within transportation corridors and public rights-of-way.	Capital Facilities <i>Transportation, Land Use</i>

05 - Capital Facilities

Number	Language	Destination Elements
P.09-CF	Promote collocation of new public and private utility distribution facilities in shared trenches, and coordinate construction timing to minimize disruptions to the public and reduce the cost to the utility. Provide timely notice to utilities to coordinate their trenching activities with the city's construction, maintenance and repair of existing roads.	Capital Facilities
P.10-CF	Require undergrounding of electrical and communication lines in all new private and public development.	Capital Facilities
P.11-CF	Evaluate and refine recycling and solid waste programs to ensure: <ul style="list-style-type: none"> • Service providers offer cost and/or other advantages to the community • Regulations are employed only as required • Such programs demonstrate improved waste diversion rates in the city • A full range of needed and worthwhile programs exist, addressing all solid waste issues. 	Capital Facilities <i>Environment</i>
P.12-CF	Encourage methods of dispersing surface water, including reducing the impervious surface area of new development.	Capital Facilities <i>Environment, Land Use, Transportation</i>
P.13-CF	Promote conservation of electricity, water and fuels in the city facilities and vehicles.	Capital Facilities <i>Environment, Transportation</i>
P.14-CF	Facilitate development of utility facilities by processing and approving permits in a fair and timely manner, in accordance with the city's development regulations.	Capital Facilities
P.15-CF	Approve energy facilities only if they comply with all applicable provisions of local, state and federal laws. No construction is allowed until all applicable permits are obtained and permit conditions satisfied.	Capital Facilities
P.16-CF	Emphasize the following concepts for management of capital facilities: <ul style="list-style-type: none"> • Provide preventive maintenance and cost-effective replacement of aging elements • Extend and upgrade capital systems. New development system extensions are the responsibility of those desiring service • Inspect systems to ensure conformance with design standards • Reduce the potential for service rate increases through effective fiscal management and realistic and equitable rate structures. 	Capital Facilities
P.17-CF	Determine which services are most cost-effectively delivered by the city, and which services should be contracted out to others. Use joint facilities with adjacent service purveyors, where appropriate, to provide the most efficient and cost-effective service.	Capital Facilities <i>Parks</i>

05 - Capital Facilities

Number	Language	Destination Elements
P.18-CF	Ensure that the continued development and implementation of the Capital Facilities Plan (CFP) reflects both the policy priorities of City Council and consistency with all elements of the comprehensive plan.	Capital Facilities
P.19-CF	Fund projects only when incorporated into the adopted city budget.	Capital Facilities
P.20-CF	Evaluate capital projects not included in the six-year Capital Facilities Plan (CFP) for consistency with the comprehensive plan prior to their inclusion in the city's annual budget.	Capital Facilities
P.21-CF	Update the six-year Capital Facilities Plan (CFP) annually prior to the city budget process.	Capital Facilities
P.22-CF	Include an identification of maintenance costs for any city capital proposal costing more than \$50,000.	Capital Facilities
P.23-CF	Ensure that a development does not cause the level of service on a capital facility to decline below the standards set forth in this plan, unless capital improvements or a strategy to accommodate impacts are made concurrent with the development.	Capital Facilities
P.24-CF	Require the various providers of services, such as school districts, sewer, water, and fire departments to review development proposals for available capacity to accommodate development and for any needed system improvements.	Capital Facilities
P.25-CF	Ensure that new or expanded capital facilities are compatible with surrounding land uses and have a minimal impact on the natural or built environment.	Capital Facilities
P.26-CF	Finance the city's capital facilities projects in an economic, efficient, and equitable manner.	Capital Facilities
P.27-CF	Work to ensure that developers or primary beneficiaries of new capital facilities bear an appropriate share of the costs of those facilities.	Capital Facilities
P.28-CF	Use general revenues to fund projects that provide a general benefit to the community.	Capital Facilities
P.29-CF	Consider long-term borrowing as a method of financing for large capital facilities that benefit more than one generation of users.	Capital Facilities
P.30-CF	Use special assessment, revenue and other self-supporting bonds, where possible, instead of tax-supported general obligation bonds.	Capital Facilities
P.31-CF	Cooperate with the county and state in site selection processes and location of essential public facilities, acting in accordance with King County Countywide Planning Policies and the Growth Management Planning Council.	Capital Facilities

05 - Capital Facilities

Number	Language	Destination Elements
P.32-CF	Ensure that public facilities are not located in designated resource lands, critical areas, or other areas where the siting of a facility would be incompatible.	Capital Facilities
P.33-CF	Encourage the use of public rights-of-way for multiple purposes, including basic transportation, major utilities, stormwater systems and recreational trails.	Capital Facilities <i>Parks, Transportation</i>
P.34-CF	Base the siting of public facilities on, but not limited to, the following criteria: <ul style="list-style-type: none"> • Specific facility requirements (acreage, transportation access, etc.) • Land use compatibility • Potential environmental impacts • Potential traffic impacts • Fair distribution of such public facilities throughout the county • Citizen safety. 	Capital Facilities <i>Land Use, Transportation, Environment</i>
P.35-CF	Actively participate in sewer district planning and advocate for improvements that will reduce or mitigate the impacts of unsewered areas of Normandy Park.	Capital Facilities
P.36-CF	Promote increased capacity, best management practices (BMP), and best available science (BAS) in the operation of the Miller Creek sewer treatment plant and all sewer infrastructure within the City.	Capital Facilities

06 - Parks & Recreation

Number	Language	Destination Elements
G.01-PR	Develop a system of parks, walking trails and recreation facilities that are financially sustainable, meet public recreation needs, and incorporate and enhance the natural environment.	Parks <i>Transportation</i>
G.02-PR	Increase public access to shoreline areas as appropriate and feasible, considering: <ul style="list-style-type: none"> • Property rights • Maintaining public safety • Limiting municipal liability • Maintaining natural character and appearance • Maintaining ecological functions 	Parks <i>Land Use, Environment</i>
P.01-PR	Protect park and recreation areas from physical or useful damage resulting from surrounding conditions including heavy traffic, excessive noise, surface water runoff, or air and water pollution.	Parks <i>Land Use, Capital Facilities</i>

06 - Parks & Recreation

Number	Language	Destination Elements
P.02-PR	Designate accessible, publicly owned shorelines using appropriate signs.	Parks <i>Environment</i>
P.03-PR	Priority for shoreline access acquisition should consider resource desirability, availability and proximity of population.	Parks <i>Environment</i>
P.04-PR	Acquire and develop shoreline areas and access features in accord with the City's Shoreline Master Program and with park and recreation goals.	Parks <i>Environment</i>
P.05-PR	Make public shorelines fully accessible per ADA standards whenever physical conditions reasonably permit.	Parks
P.06-PR	Make viewpoints, lookouts, and vistas of shorelines and wetlands publicly accessible where conditions reasonably permit, ensuring adequate protection of private properties.	Parks <i>Land Use</i>
P.07-PR	Work to connect parks facilities, public viewpoints and shoreline access areas using trails and bicycle pathways.	Parks <i>Transportation</i>
P.08-PR	Work to optimize the recreational, educational and historic value of publicly-owned shoreline areas and access points.	Parks <i>Environment</i>
P.09-PR	Coordinated with community needs, work to identify, acquire or reserve lands for future open space, parks or recreational use.	Parks <i>Environment, Land Use</i>
P.10-PR	Shoreline recreational areas should be sited and designed to facilitate adequate monitoring of activity and maintenance.	Parks
P.11-PR	Bicycle path planning should take into consideration opportunities for shoreline views.	Parks <i>Transportation</i>
P.12-PR	Cooperate and coordinate with the Highline School District, and with other public agencies and private groups to meet the recreation needs of the city.	Parks <i>Capital Facilities</i>
P.13-PR	Consider opportunities to obtain additional lands and facilities for parks throughout the city, particularly in those areas facing the most potential development.	Parks <i>Capital Facilities</i>
P.14-PR	Periodically compare recreational demand and usage to established Levels of Service, informing consideration of additional capital programs for parks.	Parks <i>Capital Facilities</i>
P.15-PR	Maintain an updated and financially viable plan for meeting park and recreation needs.	Parks

06 - Parks & Recreation

Number	Language	Destination Elements
P.16-PR	Develop and update a Parks Improvement Program on an annual basis, in conjunction with the City's overall Six-Year Capital Improvement Plan (CIP) and the annual City budget process.	Parks
P.17-PR	Assign a high funding priority to park projects that incorporate walking trails and/or eliminate safety hazards.	Parks <i>Transportation</i>
P.18-PR	Consider the cost of operation and maintenance when developing or enhancing parks.	Parks
P.19-PR	Ensure adequate annual funding for general and preventative maintenance of existing parks.	Parks
P.20-PR	Utilize supervised volunteers to aid provision of parks and recreation services whenever appropriate.	Parks
P.21-PR	Balance public use needs and preservation of the natural environment in park design.	Parks
P.22-PR	Open newly-acquired parklands to the public as soon as possible, completing improvements as necessary to implement parks-related goals and policies.	Parks
P.23-PR	Incorporate features in park design that benefit the natural environment and educate users regarding their presence and function.	Parks <i>Environment</i>
P.24-PR	Utilize eco-friendly methods and products in development and maintenance of parks.	Parks <i>Environment</i>

07 - Environmental

Number	Language	Destination Elements
G.01-EV	Protect and restore shoreline areas, implementing the goals, policies and actions listed in the City's adopted Shoreline Master Program.	Environment <i>Land Use, Parks</i>
G.02-EV	Protect environmentally sensitive areas including ground and surface water quality through: <ul style="list-style-type: none"> • Land use planning • Comprehensive development review processes • Code enforcement • Coordination with other municipal and state agencies • Use of best management practices. 	Environment <i>Land Use, Capital Facilities</i>
P.01-EV	Promote on-site water detention, infiltration, or other means to protect downstream properties, water quality, and/or fish and wildlife habitat.	Environment <i>Land Use, Capital Facilities</i>

07 - Environmental

Number	Language	Destination Elements
P.02-EV	Promote measures encouraging proper disposal of hazardous and non-hazardous solid waste.	Environment <i>Capital Facilities</i>
P.03-EV	Restore and/or preserve identified wetland and marsh areas in Normandy Park, supporting stormwater control, habitat preservation and open space provision.	Environment <i>Land Use, Parks</i>
P.04-EV	Restore and/or preserve buffering vegetation surrounding identified wetland and marsh areas.	Environment <i>Parks</i>
P.05-EV	Promote soil erosion prevention techniques, including: <ul style="list-style-type: none"> • Preservation and/or restoration of natural vegetation • Minimizing the use of grading or cut and fill activities to help retain natural slopes and watershed function. 	Environment <i>Parks, Land Use</i>
P.06-EV	Protect, restore and enhance surface water bodies to prevent flooding, erosion, sedimentation, loss of water quality and habitat degradation.	Environment
P.07-EV	Using all reasonable and available means, work to prevent private or public entities from causing pollution of surface waters flowing through or into the city from up to five miles from City limits.	Environment
P.08-EV	Work to eliminate surface water contamination in Normandy Park, monitoring for contaminants, investigating problem sources and enforcing adopted standards.	Environment <i>Capital Facilities</i>
P.09-EV	Shoreline features having historic, cultural, scientific or educational value should be designated and then retained and protected.	Environment <i>Parks</i>
P.10-EV	Plan for, develop and maintain a comprehensive storm sewer system covering all of Normandy Park.	Environment <i>Capital Facilities</i>
P.11-EV	Plan future shoreline access areas to include ancillary facilities such as parking and sanitation when appropriate.	Environment <i>Capital Facilities, Parks</i>
P.12-EV	Shoreline access and ancillary facilities should be designed and developed to minimize conflicts with adjacent private properties.	Environment <i>Land Use, Capital Facilities, Parks</i>
P.13-EV	Work to preserve and restore creeks and outflow areas within the city, improving water quality and implementing the adopted Shoreline Master Program.	Environment
P.14-EV	Shoreline recreational use and development should enhance environmental qualities with minimal adverse effect on the natural environment.	Environment <i>Parks</i>
P.15-EV	Discourage use of motorized vehicles on all beaches, excepting existing residential service access by prescriptive easement.	Environment

07 - Environmental

Number	Language	Destination Elements
P.16-EV	All transportation facilities in shoreline areas should be constructed and maintained to cause the least possible adverse impacts on the land and water environments, should respect the natural character of the shoreline, and should make every effort to preserve wildlife, aquatic life, and their habitats.	Environment <i>Transportation</i>
P.17-EV	Encourage efficient use of water and energy in the design of new and remodeled development.	Environment <i>Capital Facilities</i>
P.18-EV	Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.	Environment <i>Transportation, Capital Facilities</i>
P.19-EV	Actively participate in sewer district planning and advocate for improvements that will reduce or mitigate the impacts of unsewered areas of Normandy Park.	Environment
P.20-EV	Advocate for the improvement of the wastewater treatment plant in Normandy Park to maintain Best Management Practices and Best Available Science standards in treatment and operations.	Environment <i>Capital Facilities</i>