City of Normandy Park 2004 Comprehensive Plan

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Introduction

The City of Normandy Park was incorporated in 1953 and adopted its first comprehensive plan in 1957. This 2004 Growth Management Act plan represents the fourth significant update of the city's general policy plan over the last 47 years. Previous major updates occurred in 1979, 1987 and 1995.

This comprehensive plan was developed in accordance with Section 36.70A.070 of the Growth Management Act to address growth and maintenance of the physical character of the City of Normandy Park over the next 20 years. The plan also incorporates text and policies that address applicable King County Countywide Planning Policies.

Organization

This comprehensive plan is divided into five elements or chapters: Land Use, Housing, Transportation, Utilities, and Capital Facilities. Each element has at least four basic parts: an introduction; an inventory and analysis section; a policy section containing a hierarchy of goals, objectives and policies and a references page. The introduction provides the reader with a statement about the purpose of the element. The inventory and analysis section or sections provides the information necessary to establish a need for the actions proposed in the policies. The goal-objective-policy hierarchy in the policy section allows the community's overall priorities for the future to be summarized into a few goal statements that support the city-wide vision statement, then detail objectives and policies that state how the broader goals should be implemented. The reference section lists documents and other information used in the preparation of the plan.

Approach

As with previous updates of the Normandy Park Comprehensive Plan, the city began the process by bringing forward the core of policies that appeared to represent the desires and goals of the community from the existing plan, and updated them based on public comments and updated data and analysis. The underlying vision, however, remains consistent with previous plans.

Planning Process and Community Involvement

Considerable efforts have been made to encourage public participation during the development of this comprehensive plan, particularly review of the Redevelopment Plan, which is the document underlying the major changes to the comprehensive plan. From January 2002 through April 2004, the city held twelve public meetings to formulate, review and approve the draft First Avenue South Economic Redevelopment Plan and/or related Design Guidelines. From April through October 2004, the Planning Commission held eight public meetings, including four public hearings, on the proposed changes to the comprehensive plan. From June through

October 2004, the City Council held five public meetings on the update to the comprehensive plan, and held a final public hearing on the updated comprehensive plan on November 9, 2004. In total, at least 14 public meetings were held to discuss aspects of the updates to the comprehensive plan.

To achieve full consistency with the Growth Management Act and maintain the currency of the plan, many of the policies of this plan must be implemented in a timely manner. This plan should be reviewed for potential amendments on an annual basis, prior to the completion of the annual operating budget process. This will assure that the Six-Year Capital Facilities Element remains on course with city priorities and financing strategies.

Comprehensive Plan Amendment Process

Annually, during the month of June, proposed amendments to the comprehensive plan may be considered for adoption by the City Council, upon prior recommendation by the Planning Commission. The City Council may also consider comprehensive plan amendments outside of this annual schedule as it sees fit.

Jurisdictional Coordination

Normandy Park elected officials are active members of regional groups such as King County Suburban Cities Association, South County Area Transportation Board, South King County Economic Development Initiative and various special issue environmental task forces involving adjacent jurisdictions.

Normandy Park has worked closely with neighboring jurisdictions Burien and Des Moines through involvement in the Airport Communities Coalition to coordinate planning efforts. The SEPA/Environmental Review process for this update gives the City of Normandy Park and its neighbors additional opportunities to coordinate planning efforts.

Vision Statement

The purpose of the vision statement is to define, in a summary fashion, the desirable characteristics of the community that the citizens wish to maintain and the additional desirable characteristics they would like to attain over the next twenty years.

Nestled in a forest that rises from the waters of Puget Sound, the city 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. A strong sense of community is fostered by a common desire to protect the quality of Normandy Park's natural and built environment. The forested, low-density residential character of Normandy Park is in a large part due to the natural landscape that flows through the community. Natural open spaces and sensitive areas are major components of the city's character and it is essential that they be preserved.

The city also enjoys the benefits of two neighborhood commercial centers along First Avenue South that provide essential neighborhood services together with multifamily residential alternatives. The city should continue to provide appropriate zoning for multifamily development in these neighborhood centers, where it does not interfere with the conservation of single family residential neighborhoods, and should encourage well-designed redevelopment of the area to provide pedestrian-friendly shopping and amenities.

Land Use Element

I. INTRODUCTION

A. 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 thus, it 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 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 need for protection of neighborhood character, sensitive areas, water quality, and the maintenance of adequate stormwater drainage.

B. Urban Growth Area and Potential Impact Area

The City of Normandy Park lies in Southwest King County, west of the Seattle-Tacoma International Airport. The boundaries of Normandy Park are defined by the waters of Puget Sound on the west, First Avenue South to the east, the City of Des Moines to the southeast, and the City of Burien to the north. In January of 1994, the City Council passed Resolution 658 removing all unincorporated areas from the city's Urban Growth Area (UGA). 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 when warranted to protect its residents from potential impacts of land use planning and development activities in surrounding jurisdictions. County-wide Planning Policy LU-35 allows jurisdictions to identify Potential Impact Areas (PIA) in other jurisdictions. Normandy Park’s current purpose in identifying a potential impact area is to inform the local government staff and decision makers of surrounding jurisdictions that the city desires to have the earliest possible opportunity to analyze and comment on the potential impacts of pending land use planning and significant

permitting decisions that affect lands within the designated Potential Impact Area. The city should also use the PIA and associated policies to establish guidelines for reviewing proposed actions in other jurisdictions and to consider establishing jointly-approved guidelines with neighboring local governments. Planning and development activities that could potentially result in significant increases in surface water run-off, air or water pollution, noise, traffic or any other degradation of the quality of life in Normandy Park should be investigated and analyzed and acted on in a manner consistent with the city's land use authority established in State law.

The City of Normandy Park PIA includes the unincorporated King County areas of White Center and North Hill, the cities of Burien, SeaTac, and Des Moines and the airport-related lands under the jurisdiction of the Port of Seattle. Normandy Park is a coastal community located at the downstream end of the various watersheds that converge in the city. Miller Creek, Walker Creek, Normandy Creek, Des Moines Creek and associated watersheds all empty into the Puget Sound through stream beds that are within or adjacent to Normandy Park boundaries. These watersheds, shown in Figure 1.2, form the initial area of focus, however, consideration of diverse impacts associated with the region's transportation corridors and areas slated for substantial growth makes it logical to extend the PIA to include the entirety of adjacent jurisdictions.

II. INVENTORY AND ANALYSIS

A. Topography and Sensitive 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 Growth Management Act, 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 city commissioned King County Environmental Division to prepare the *Normandy Park Environmentally Sensitive Areas Mapping Project* in preparation for developing the Sensitive Areas Ordinance. The following sections summarize information from the final report of this project regarding the various types of sensitive areas within the city's planning area and problems and benefits associated with them.

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 values. Surface water in the Normandy Park planning area drains predominantly into three streams: Walker Creek, Miller Creek, and Normandy Creek. 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.

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

Flood hazard areas are generally defined as those subject to inundation by the 100-year flood. The 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 and 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 and result in considerable property damage each year.

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.

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 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 and creek valleys.

Seismic hazards

Seismic hazard areas are those subject to severe 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. These areas are primarily located within 200 feet of streams or open bodies of water or in locations where the water table is close to the surface. Loose, water-saturated materials also tend to experience the most severe ground shaking during an earthquake. Earthquakes may also trigger landslides, soil compaction, and inundation from seismically induced water waves.

Wetlands

Wetlands in their natural state offer enormous biological, hydrological and economic values. 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 better used as dumping sites, or 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 urban areas. Structural solutions to drainage concerns may be necessary in areas where the natural drainage system cannot be rehabilitated.

The Mapping Project identified eight wetlands having a total area of approximately 83 acres within Normandy Park.[1] Two of these wetlands, comprising about 17 acres, are designated as Class 1 wetlands, the most critical to protect. Class 1 wetlands are 10 or more acres in size and/or those that are inhabited by endangered, threatened, or rare plant and animal species or a unique combination of plant associations. One of these Class I wetlands is adjacent to Puget Sound and the other is associated with Miller Creek.

[1] Puget Sound was also identified as a wetland in the Mapping Project, but is not included in this analysis.

There are five Class 2 wetlands, totaling about 65 acres in area and one Class 3 wetland with an area of one-half acre. Class 2 wetlands are those over one acre in size and/or those having three or more types of vegetation systems. All five Class 2 wetlands are associated with Walker Creek and Normandy Creek. Class 3 wetlands are those that are one acre or less in area, having two or fewer classes of vegetation systems. The one Class 3 wetland that was mapped is adjacent to Puget Sound. The Normandy Park Sensitive Areas Ordinance categorizes Class 1 and 2 wetlands as "significant" and Class 3 as "important" wetlands. Refer to Title 13 of the Normandy Park Municipal Code for more definitive information on protective regulations.

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. Currently, there is not sufficient information to map these conservation areas within the city. The stream and wetland provisions in the Sensitive Areas Ordinance are designed to provide protection of these areas.

Aquifer and 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.

In Normandy Park there are several potential sources of ground water pollution. Leaking underground storage tanks for heating oil, ineffective or overflowing septic tanks and improper disposal of household hazardous waste such as used motor oil and antifreeze are the most common threats to ground water quality. Prevention of contamination from these sources requires education of residents and business owners, as well as regulatory measures.

The King County Department of Natural Resources is the lead agency for five ongoing ground water management programs in King County. The South King County Ground Water Management Plan, which includes Normandy Park, is under development and will provide further information on ground water quality protection issues. Finalization of the review for the South King County GWMA is listed as a goal for 2004.

B. Surface Water Management (Stormwater Run-off)

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. The Surface Water Management Plan developed by R.W. Beck and Associates in 1992 detailed drainage problems and solutions for each of the city's five basins and outlined 15 major projects throughout the planning area to correct existing problems. Since that time, the city developed more detailed plans for the Walker and Miller Creek basins in conjunction with adjacent jurisdictions, created a stormwater utility to pay for needed storm water management capital projects, amended its drainage regulations to prevent future problems and reduce run-off, erosion, and surface water pollution.

C. 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. The majority of land in the city is devoted to single family detached housing. As shown in Figure 1.4, 74 percent of the city is zoned for low density single family (lots of 15,000 s.f. or greater in area). Another 21 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 percent is commercially-zoned land (new Neighborhood Center (NC), replacing the NS zone, and new Mixed Use (MU) replacing the S zone). 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, Table 1.1 indicates that all but approximately 112 acres, or seven percent of the city, has been developed.

Figure 1.4: Percentage of Land by Zoning District

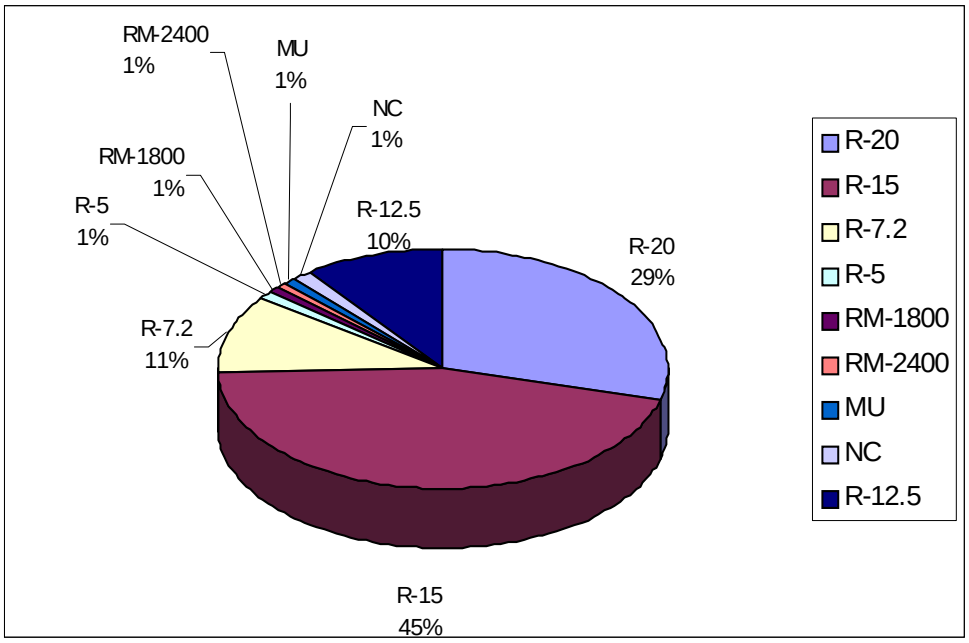


Table 1.1: General Land Use by Zoning Designation

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	12.3	8.7	11.8	16.6	1132.8
Public Facilities/ Utilities	118.6	183.5	29.2	45.2	7.9	1	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**	**7.1**	**24.1**	**1635**

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

Residential Land Use

Residential land use (R-20, R-15, R-12.5, R-7.2, R-5, RM-1800, and RM-2400) occurs on 1,594 of the total land in the city. Approximately 395 acres of the total residentially-zoned land are devoted to public facilities. A total of approximately 108 acres is vacant. Of those vacant lands, 34 acres are estimated to be in sensitive areas.

Commercial Land Use

Commercial land use occurs on approximately 28 acres of the 31 acres zoned for commercial uses (NC and MU districts). Roads are the only public facilities on the approximate three acres of commercially zoned vacant land.

Potential Infill Areas

In Normandy Park, potential infill areas are lots that have the potential for subdivision under current zoning regulation, particularly single family areas near neighborhood centers that, over the course of the next twenty years, are likely to come under pressure for redevelopment for multifamily or commercial uses.

Public Facilities/Utilities Land Use

Capital facilities and utilities land uses occupy 395 acres in the city. These facilities include city parks, schools, water and sewer facilities, roads and drainage facilities. Most of these facilities are found in the single-family zoning districts.

Environmentally Sensitive Areas

As indicated in Table 1.1, approximately 31 percent of vacant land in low, medium and high density single family residential zones is encumbered by environmentally sensitive areas, making them unsuitable for development. The exact amount of any given parcel that is within a sensitive area or that must be preserved as a buffer can be determined only through a detailed survey by a qualified biologist and/or geotechnical engineer.

D. Population Growth and Land Use Capacity

Analysis of local population and demographic trends is important for a broad understanding of the community and to anticipate future needs. The analysis of population projections for the next 20 years is based on information from the 1990 and 2000 US Census of Population and Housing, Washington State Office of Financial Management (OFM), the Puget Sound Regional Council (PSRC), and City of Normandy Park records.

Population Changes Since Incorporation

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 3,217. The city's population increased to 4,202 in 1970. In 1983, the Manhattan area was annexed, adding 1,827 persons, increasing the population to 5,937. From 1983, population growth resumed a slow but steady increase until 1991, when the neighborhood known as Bonniewood was annexed by the city, increasing the total population by 91 people. The 2000 U.S. Census estimated the population of the City of Normandy Park at 6,392. The state's Office of Financial Management estimated the city's 2004 population at 6400, based on residential building permits issued, and the number of group-living facilities.

According to the 2000 U.S. Census, 24% of the population is under 20 years of age, 26% is over the age of 60, and the median age is 45.5 years. The 2000 Census also indicated that the city had a population density of 3.91 people per acre and a gross housing density of 1.63 residential units per acre.

Forecasts: Future Population Growth

The Puget Sound Regional Council provides population projections by census tract. The boundaries of census tracts do not usually follow city boundaries. To arrive at an estimate of Normandy Park's projected population, the PSRC 2020 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 (2002) and projected through 2020. A growth rate of 0.30% growth per year appears to be the most likely growth forecast for Normandy Park.

Table 1.2: Growth Forecast Through 2020

Growth Rate	2000	2010	2020
0.30%/year	6,392	6,550	6,749

This analysis indicates that Normandy Park can expect to grow, within its existing boundaries, by approximately 357 persons by 2020. The actual amount of growth will be determined by many factors including implementation of the Growth Management Act, economic factors and the capacity of the city to accept new growth.

According to the Suburban Cities Association 2002 Buildable Lands Report, Normandy Park has the capacity to build 170 new single family homes with the existing zoning. Even more could be added with the proposed rezone. The growth rate indicated on Table 1.2 would require a total of 144 new homes by 2020. King County Land Use policies indicate a target of 100 new residential units by 2022.

As indicated in Table 1.3 below, building permit activity for single family houses has dropped since the 1990's. With the final lots being built on in Normandy Province, the city's last major subdivision (which was approved in 1991), most single family development is occurring on large lots that have been short platted (subdivided into four or fewer lots) or on the remaining individual lots in existing subdivisions. There is also a growing trend of demolishing older single-family homes, and replacing them with new, larger homes. If all of the growth forecast above in Table 1.2 were to occur only in the form of single family development, it would be equivalent to approximately eight new houses per year through the year 2010. Given that the city averaged slightly more than six new house permits issued every year from 1995 through 2004, the projected growth rate may seem slightly high. However, there were two facilities permitted for senior citizens, one in 1995, and one in 2001. Each has a capacity for over 100 residents. It would also be reasonable to expect that there will be interest in redeveloping some of the larger single family lots along First Avenue into multifamily or mixed use sites.

Table 1.3: Building Permits Issued per Year for Net New Single Family Dwellings

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004*
Building Permits	9	7	7	10	8	3	7	5	5	5

* Through October 2004

The estimated rate of growth in single family households would be about eight per year in order to meet the growth forecast in Table 1.2.

Capacity for Growth

The capacity for growth of the city is based on the vacant land and the potential density allowed on that land by the city's current zoning regulations. The amount of vacant land for each zoning designation is divided by the maximum number of new

households that could potentially be constructed in each zoning designation. Once the number of households is determined, households are multiplied by the Normandy Park average household size for the various types of dwelling units[2]. Table 1.4 shows the capacity for each zoning designation in the city.

Table 1.4: Capacity for Growth by Zoning District

ZONE	Residential Capacity in Single Family Zones		
	2-4 du/acre	**4-6 du/acre**	**Total Capacity**
Net Acres	108.6	8.47	117
Density	2-3	4.65	
Capacity (Units)	200	39	239
Minus existing units on redevelopable parcels	(68)	(1)	(69)
Net Capacity	**132**	**38**	**170**

Source: 2002 Buildable Lands report

Comparison of the most likely projection for population growth in Table 1.2 and capacity for residential growth in Table 1.4 indicates that demand for additional residences in the city over the next two decades will not exceed the capacity of the land available. While the most likely population projection is 6,749 in the year 2020, capacity in non-sensitive areas will accommodate a population of approximately 6,803.

E. Residential Neighborhood Preservation

The City of Normandy Park has within its jurisdiction residential neighborhoods that are unique community resources, worthy of protection from commercial development and other incompatible land uses and activities that are inconsistent with the residential character of the city's neighborhoods. If not protected, residential neighborhoods can be adversely affected by the impacts of incompatible land uses such as noise, air and water pollution, glare, excessive traffic, and inadequate on-street parking.

[2] 2000 average number of persons per household: 2.45

F. Historic Preservation

The City of Normandy Park has within its jurisdiction historic properties and sites that are unique community resources, worthy of protection from commercial development and other incompatible land uses and activities. If not protected, historic properties and sites can be adversely affected by the impacts of incompatible land uses.
(See: Normandy Park Historic Survey; Items N00-00 through N70-01)

G. Property Acquisition Areas

Designation and delineation of comprehensive plan land use districts and zoning districts within the City of Normandy Park is exclusively the right of the city government. It is essential that the city continues to maintain control over land use within its borders to prevent degradation of economic vitality, property values, essential infrastructure, and the natural environment.

G. Noise

Noise can be generated from numerous sources - sounds from musical instruments, audio sound systems, band sessions, social gatherings, motor vehicles, aircraft, industrial and construction activities, and other sources. Noise can interrupt and degrade sleep, cause stress related psychological and physiological disorders, interfere with speech, interrupt and degrade education, reduce residential and commercial property values, reduce the use, enjoyment and value of public recreational facilities, and reduce the use, enjoyment and value of historic and other cultural resources. The city should consider mitigation of noise for all land development.

H. Parks, Recreation and Open Space

The city has within its jurisdiction many park and recreation areas. These recreation facilities are used by local residents and workers, and visitors from other areas. Most of Normandy Park's park and recreation areas are owned and operated by the city. There are a small number of parks and recreation facilities that are privately-owned. Park and recreation facilities are adversely affected by incompatible land uses on adjacent neighboring properties or in neighboring communities, and specifically by excessive exterior noise levels generated by industrial land uses, transportation activities or facilities, and by other incompatible land uses.

I. Surface Water

Surface water management becomes more critical with increasing urbanization as natural areas are covered with impervious surfaces such as buildings, streets, and parking lots, which cause increased runoff and pollutants. The city's surface water management services include mitigation of problems due to flooding, erosion, sedimentation, water quality and habitat degradation, and the protection, restoration, and enhancement of all surface waters. State Law (RCW 35.22.280) grants the city specific authority to prevent and abate the pollution of surface water inside and outside of its borders and to enact ordinances that contain enforcement provisions. In early 2004, the city created a Stormwater Utility to enable better mitigation and prevention of surface water runoff problems.

The city's adopted Surface Water Management Plan contains policies, programmatic recommendations and regulations that promote or require actions designed to enhance the city's ability to effectively manage surface waters. The surface water management plan and individual basin plans are developed with the cooperation of other affected jurisdictions. The city also operates capital facilities that reduce flooding, erosion and sedimentation, mitigate habitat loss, enhance ground water recharge and prevent water quality degradation.

III. GOALS, OBJECTIVES AND POLICIES

GOAL 1: LAND USE

The city will ensure that the character and location of land uses optimize the combined potentials for enjoyment and protection of natural resources while minimizing the threat to the health, safety and welfare of citizens posed by hazards, nuisances, incompatible land uses and environmental degradation through the following:

A. Growth Management: Manage growth so that the delivery of public facilities and services will occur in a fiscally responsible manner to support compatible development and redevelopment in the city;

B. Neighborhood Conservation: Achieve a well balanced and well organized combination of open space, commercial service, recreation, multi-family residential alternatives, and public uses served by a convenient and efficient transportation network while protecting the fabric and character of single family residential neighborhoods.

C. Environmental Preservation: Ensure the proper management, preservation and conservation of the natural landscape and natural resources.

Objective 1.1: Residential Land Use
Preserve the character of existing single family neighborhoods by eliminating incompatible uses and managing transitions between the various land uses.

Policy 1.1.1: Eliminate incompatible land uses or blighting influences from otherwise stable, viable residential neighborhoods through active code enforcement or other available regulatory measures.

Policy 1.1.2: Consider new residential development that is compatible with the existing pattern of development.

Policy 1.1.3: Locate multi-family residential areas adjacent to existing arterial streets that are close to public transit routes.

Policy 1.1.4: Prohibit primary access to multi-family residential areas through single family residential areas.

Policy 1.1.5: Use multi-family residential zones as transitions between single family residential and commercial land use.

Policy 1.1.6: Improve public rights-of-way necessary to protect the health, safety, and welfare of the community.

Objective 1.2: Commercial Land Use
To enhance city residents' access to shopping and services and to stabilize the city's economic base, explore new opportunities for commercial land use along First Avenue.

Policy 1.2.1: Continue to develop new zoning regulations to allow enhanced commercial and mixed use along First Avenue South.

Policy 1.2.2: Use landscaping, sight-obscuring fencing, or other design techniques to buffer commercial development from single family residential areas.

Policy 1.2.3: Encourage potential new businesses to locate in vacant commercial spaces along First Avenue and facilitate the redevelopment of commercial structures and lands, in addition to designating new commercial areas.

Policy 1.2.4: Use the First Avenue South Economic Redevelopment Plan, accepted by City Council September 28, 2004, as a guideline for all development in the designated areas.

Objective 1.3: Public Facilities
Coordinate providing public facilities with public and private development, compatible with the fiscal resources of the city.

Policy 1.3.1: The city's concurrency management system shall consist of the adoption of this comprehensive plan, which provides the information and criteria to ensure that new public or private development does not reduce levels of service (LOS) of capital facilities below the established minimum LOS.

Policy 1.3.2: Participate in the process developed by the King County Growth Management Planning Council for the cooperative siting of public capital facilities of a countywide or statewide nature.

Policy 1.3.3: Encourage multiple uses of centrally located community facilities to provide services that benefit all persons and age groups in the community.

Policy 1.3.4: Locate public facilities in any land use category compatible with the specific proposed public facility.

Policy 1.3.5: Continue to review and revise existing land development and other city regulations to implement programs required by the comprehensive plan.

Objective 1.4: Critical Area and Resource Lands Protection

Protect environmentally sensitive areas, including ground and surface water quality, through land use planning, comprehensive development review processes, code enforcement and use of best management practices.

Policy 1.4.1: Continue to review and revise land development regulations to protect the functions and amenities of the natural environment, to ensure consistency with the comprehensive plan policies and best management practices.

Policy 1.4.2: Ensure that proposed changes in land use do not create significant adverse impacts on topography, geology, surface and ground water, frequently flooded areas, wetlands and vegetation and wildlife.

Policy 1.4.3: Do not allow new or redevelopment activity to significantly increase stormwater flow rates. Water shall be detained or infiltrated on site where required to protect downstream properties, water quality, or fish and wildlife habitat corridors.

Policy 1.4.4: Continue programs encouraging proper disposal of used crank case oil, fertilizers, pesticides, and other household hazardous waste items, and vegetation and litter to maintain and improve water quality of streams and wetlands.

Policy 1.4.5: Promote educational programs for homeowners on the function and maintenance of on-site detention systems, and increase levels of enforcement of on-site detention system maintenance regulations.

Policy 1.4.6: Minimize the creation of impervious surfaces to encourage natural absorption of stormwater into the ground.

Policy 1.4.7: Coordinate with other municipal and state agencies to ensure quality of surface water drainage.

Policy 1.4.8: Preserve open spaces in identified landslide, steep slope, flood plain, or other environmentally sensitive areas.

Policy 1.4.9: Preserve and/or restore wetlands and marshes, which function as floodwater reservoirs, and open space areas or wildlife habitats as near to their original condition as possible.

Policy 1.4.10: Preserve significant existing vegetation that provides a buffer for sensitive areas. Require vegetation preservation for development proposed on wooded sites.

Policy 1.4.11: Preserve and/or restore natural vegetation to prevent or reduce soil erosion and/or flooding.

Policy 1.4.12: Protect and maintain life sustaining systems of the natural environment (e.g., air, creeks, lakes, wetlands, marshes, shorelines and greenbelts).

Policy 1.4.13: Protect ground water recharge quantity by promoting methods that infiltrate runoff, except where potential groundwater contamination cannot be prevented by pollution source controls and stormwater pretreatment.

Objective 1.5: Urban Design
Develop plans and regulations that promote livability, pedestrian orientation, and high quality design.

Policy 1.5.1: Use the city's Design Guidelines to guide the design of new development in the designated areas.

Policy 1.5.2: Use design features such as landscape buffers, sight obscuring fences, and other techniques to create a transition and buffer between incompatible uses.

Policy 1.5.3: Where feasible, require underground utilities in new residential and commercial development to enhance the appearance of the community.

Policy 1.5.4: Design developments to be compatible with the character of the surrounding neighborhood and to protect existing views and solar access.

Policy 1.5.5: Minimize grading and cut and fill activities.

Policy 1.5.6: Minimize off-site illumination from outside lighting of commercial and multi-family development sites, including signs and parking lot lighting, particularly where a development abuts single family residential areas.

Policy 1.5.7: Design signs that are harmonious with the buildings they identify and compatible with the uses of adjacent properties.

Objective 1.7: Historic Preservation
The Washington State Growth Management Act (RCW 36.70A.020(13)) states that local jurisdictions are to develop comprehensive plans which "identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance." The King County Countywide Planning Policy Framework-26 states that "significant historic, archaeological, cultural, architectural and environmental features shall be respected and preserved."

As it is in the public interest to protect historic properties and sites from incompatible land uses and associated activities, and average noise levels above 55 dBA are incompatible with the preservation and enjoyment of historic properties and sites, the city should continue to identify historic properties and sites, and continue to enforce noise regulations.

Policy 1.7.1: Designate as locally significant historic properties and sites that exhibit one or more of the following characteristics: (See: Normandy Park Historic Survey, Items N00-00 through N70-01)

a. Listing, or eligibility for listing, in the National Register for Historic Places;

b. Associated with events that have made a significant contribution to the broad patterns of national, state, or local history;

c. Associated with the life of a person who is important in the history of the community, city, state, or nation or who is recognized by local citizens for substantial contribution to the neighborhood or community;

d. Embodies the distinctive characteristics of a type, period, style or method of construction;

e. Outstanding or significant work of an architect, builder, designer or developer who has made a substantial contribution to the art;

f. Has yielded, or may be likely to yield, information important in prehistory or history;

g. An easily identifiable visual feature and contributes to the distinctive quality or identity of the community or city because of its location, age or scale;

h. Includes significant cultural facilities such as amphitheaters, museums, community centers, etc.

Policy 1.7.2: Take all reasonable actions to preserve and protect identified locally significant historic properties and sites from inconsistent and incompatible land uses.

Policy 1.7.3: Protect historic properties and sites of local significance from exterior noise exposure levels which exceed an L_{dn} of 55 dBA, or the levels existing at the date of adoption of relevant plans or regulations, whichever is greater.

Objective 1.8: Property Acquisition Areas
Continue to maintain control over land use to prevent degradation of economic vitality, property values, essential infrastructure, and the natural environment.

Policy 1.8.1: Require all land acquired by public entities for public purposes to be developed consistent with city planning, zoning, development, health, and safety requirements.

Policy 1.8.2: Establish an open space land use designation and an open space zoning district for parks, recreational areas, and public land uses.

Policy 1.8.3: Except to the extent otherwise provided in state law, property within the city acquired for public purposes by public entities may not be used for new commercial activities, unless the city makes a finding that such land uses are of value to the city and should be permitted.

Policy 1.8.4: Require city approval and permits for modification, demolition, and relocation of buildings and structures on land acquired by public entities for public purposes.

Policy 1.8.5: Require an environmental survey to investigate soil and site contamination on properties acquired by public entities for public purposes before the city will allow site preparation, construction or demolition activities. Remediate all identified soil and site contamination as a condition of site modification.

Policy 1.8.6: Retain full authority over the management, operation, and maintenance of streets and street rights-of-ways on land acquired by public entities for public purposes.

Objective 1.9: Noise

As federal regulations establish that the responsibility for determining acceptable and permissible land uses and the relationship between specific properties and specific noise levels rests with city government, the city should continue to monitor and regulate noise issues.

Policy 1.9.1: Discourage the introduction of noise levels that are incompatible with current or planned land uses, encourage the reduction of incompatible noise levels, and discourage the introduction of new land uses into areas where existing noise levels are incompatible with those land uses.

Policy 1.9.2: Encourage the reduction of noise from Seattle-Tacoma International Airport.

Policy 1.9.3: Aggressively campaign for the development of new and quieter aircraft engines as well as modifications or retrofitting programs that promote the greatest reductions possible in aircraft noise emission levels.

Policy 1.9.4: Take advantage of every opportunity to work with the Port of Seattle and the Federal Aviation Administration to promote the development and implementation of airport operational procedures that will decrease the adverse noise effects of airport operations on the city and its residents.

Policy 1.9.5: Continue to enforce noise level regulations.

Policy 1.9.6: Require buffering from noise-generating land uses through substantial berming, landscaping, setbacks, tree planting, and building construction and siting methods.

Policy 1.9.7: Continue to enforce restrictions on noise created by construction activities.

Objective 1.10: Parks, Recreation and Open Space

It is in the public interest to protect all park and recreation areas -- whatever their current ownership status -- from the effects of excessive noise and incompatible land uses. As a number of park and recreation areas are of particular local significance, the city should continue to monitor and regulate those areas to protect them from adverse impacts such as traffic congestion, inadequate parking, surface water runoff, vibration, air and water pollution, and noise, among others.

Objective 1.11: Surface Water

Protect the quality of surface water bodies to prevent flooding, erosion, sedimentation, water quality and habitat degradation, and to protect, restore, and enhance all surface waters.

Policy 1.11.1: Take a watershed approach to surface water management, with responsibility shared among the city and other affected jurisdictions. Emphasize prevention of water quality degradation through educational programs and implementation of best management practices to reduce pollution entering surface waters.

Policy 1.11.2: As authorized by RCW 35.23.440(50), the city shall act to prevent and fine any person or private or public entity causing pollution of surface waters flowing through or into the city from up to five miles from its corporate limits.

Policy 1.11.3: Enforce regulations that prevent or stop contamination of surface water quality.

Policy 1.11.4: If surface water contamination is found within the boundaries of Normandy Park, the city may request state or federal investigations or enforcement actions. The city will pursue all appropriate civil actions under state and federal law to abate the pollution problem.

Objective 1.12: Potential Impact Area

As the city desires to have the earliest possible opportunity to analyze and comment on potential impacts of pending land use planning and significant permitting decisions that affect lands within the Potential Impact Area (PIA), the city should use the PIA, as identified in Figure 1.1, to notify other local governments of the importance the city places on such notice.

Policy 1.12.1: Investigate, analyze and act on planning and development activities within the PIA that could potentially result in significant increases in surface water run-off, air or

water pollution, noise, traffic or any other degradation of the quality of life in Normandy Park.

Policy 1.12.2: Establish additional guidelines for reviewing proposed actions in other jurisdictions and consider establishing jointly-approved guidelines with neighboring local governments.

Objective 1.13: Shoreline Protection.
Include the elements, goals, objectives and policies of the city's Shoreline Master Program, as follows:

Shoreline use element.
This element addresses:
(1) The use of shorelines and adjacent areas for housing, commerce, transportation, public buildings, utilities, agriculture, education, and natural resources;
(2) The use of the water for aquaculture, recreation, and transportation; and
(3) The use of the water, shoreline, and uplands for categories of land and water uses and activities not specified in this master program.
Goal: Preserve or develop shorelines in a manner that assures shoreline uses with minimal adverse effect on the quality of the environment. Also, consider the goals, objectives, and policies within this shoreline master program in all land use management actions regarding the use or development of adjacent uplands and all streambeds within the city's jurisdiction where such use or development may have an adverse effect on shorelines.
Objective: Provide for the clustering of like water-related and water-dependent shoreline uses.
Policy 1. Unique and fragile areas of the shoreline shall be protected from uses or activities that may have an adverse effect on the land or water environment.
Policy 2. Nonresidential uses or activities designed for water-related and water-enjoyment uses (which are not shoreline dependent) shall be encouraged to locate or relocate away from the shoreline.
Policy 3. Normandy Park shall consider the goals, objectives, and policies within the shoreline master program in all land use management actions regarding the use or development of water areas, adjacent uplands, and associated wetlands or streams, with less than 20 cubic feet per second mean annual flow within its jurisdiction, where such use or development may have an adverse effect on designated shorelines.
Policy 4. New construction, except shoreline stabilization structures, shall have a minimum setback of 30 feet landward from the OHWM, except for sensitive areas (e.g., eroding bluffs or shores, marshes, bogs, swamps, and streams) where setbacks shall be managed from the top of the bluff or nearest wetland edge.
Policy 5. No new construction, except a shoreline stabilization structure, which significantly reduces the flood storage capacity of the streambed or increases flood hazards to upstream properties or otherwise endangers public safety, shall be allowed within the limits of the 100-year floodplain, unless reasonable flood and ecological protection is provided.

Policy 6. Piers, docks, and boathouses should be discouraged where conflicts with recreational boaters and other recreational water activities would be created by pier construction.
Policy 7. Accessory uses exempt from the shoreline permit requirement such as bulkheads for single-family residential development shall conform to the policies and intent of the Shoreline Management Act and the policies and use regulations of this master program.

Residential element.
This is an element for the protection and enhancement of residential shoreline areas.
Goal: Residential development should reflect the goals and objectives of the master program.
Objective 1: Preserve the character of single-family residential areas.
Policy 1. Single-family residential areas should be protected from encroachment by commercial or multifamily residential uses.
Objective 2: Ensure that residential construction is considerate of shoreline features and consistent with this shoreline master plan.
Policy 1. Both formal plats and short subdivisions shall comply with the shoreline master program objectives and policies.
Policy 2. New developments should minimize visual and physical obstruction of the water from shoreline roads and upland owners.
Policy 3. Building permit applications for single-family residences and accessory structures shall be reviewed for compliance with the shoreline master program, although a shoreline permit is not required.
Policy 4. Priority shall be given to the use of community piers and docks in all new major waterfront subdivisions or planned residential developments. In general, the cooperative use of piers and docks shall be encouraged.

Conservation element.
This is an element for the preservation of the natural shoreline resources, considering such characteristics as scenic vistas, parkways, estuarine areas for fish and wildlife protection, beaches, and other valuable natural or aesthetic features.
Goal: Assure preservation and enhancement of unique and nonrenewable natural resources and assure conservation of renewable natural resources for the benefit of existing and future generations and the public interest.
Objective 1: Prevent further deterioration of water quality and encourage water quality improvement.
Policy 1. Recognize that the saltwaters of Normandy Park are important fish habitat and resting places, feeding, and wintering areas for migratory fowl (particularly the near shore eelgrass beds and near fresh water streams), and that the quality of this marine habitat should be protected.
Policy 2. Encourage the development of programs and projects that will enhance marine life.
Policy 3. Encourage the development and implementation of a comprehensive storm sewer system in the greater Normandy Park area.

Policy 4. Encourage the use of appropriate natural herbicides and pesticides, and encourage the convenient location of hazardous waste disposal sites outside of shoreline areas.
Objective 2: Development on shorelines should sustain a minimum adverse impact on the quality of the environment.
Policy 1. Shoreline structures should be sited and designed to minimize view obstruction and should be visually compatible with the shoreline character.
Policy 2. The city should consider the impact of any proposed shoreline development on the water quality of Miller, Walker, and Normandy Creeks.
Objective 3: Scenic, aesthetic, and ecological qualities of natural and developed shorelines should be recognized and preserved.
Policy 1. When appropriate, the natural flora should be preserved, restored, or enhanced.
Policy 2. Along the shorelines, the natural topography should not be substantially altered.

Public access element.
This is an element making provision for public access to publicly owned shorelines and assessing the need for providing public access to shoreline areas.
Goals: Increase public access to shoreline areas; provided, that private rights, public safety, municipal liability, and the natural shoreline character are not adversely affected.
Objective 1: Public access development should respect and protect the enjoyment of private rights in shoreline property.
Policy 1. Shoreline access areas should be planned to include ancillary facilities such as parking and sanitation when appropriate.
Policy 2. Shoreline access and ancillary facilities should be designed and developed to provide adequate protection for adjacent private properties.
Objective 2: Public access should be maintained and regulated.
Policy 1. Public access should be policed and improved consistent with intensity of use.
Policy 2. The provision to restrict access as to nature, time, number of people, and area may be appropriate for public pedestrian easements and other public access areas where there are spawning grounds, fragile aquatic life habitats, or potential hazard for pedestrian safety.
Policy 3. Facilities in public shoreline access area should be properly maintained and operated.
Objective 3: Access design should provide for the public health, safety, and enjoyment and minimize liability risks.
Policy 1. Appropriate signs should be used to designate developed, publicly owned shorelines.
Policy 2. Public access to and along the water's edge should be available within publicly owned shorelines that are tolerant of human activity where municipal liability is an acceptable risk.
Objective 4: Priority for access acquisition should consider resource desirability, availability and proximity of population.
Policy 1. A shoreline element should be encouraged in the city's park and recreation plan so that future shoreline access is acquired and developed as part of an overall master plan.

Policy 2. The city should make every effort to preserve creek deltas within the boundaries of Normandy Park for future generations' recreation needs and in recognition of their environmental quality values and associated benefits.
Objective 5: Access to public shorelines of the city should be available to all people when possible.
Policy 1. Viewpoints, lookouts, and vistas of shorelines and wetlands should be publicly accessible where possible and when private properties are adequately protected.
Policy 2. New developments should minimize visual and physical obstruction of the water from shoreline roads and upland owners.
Objective 6: General policies.
Policy 1. Where appropriate, utility and transportation rights-of-way on the shoreline should be made available for public access and use.
Policy 2. Publicly owned street ends, which abut the shoreline, should be retained.
Policy 3. Where appropriate, recreational facilities and other public access points should be connected by trails, bicycle pathways and other access links.
Policy 4. Public pedestrian easements and access points should be of a nature and scale that will be compatible with the abutting and adjacent land use, as well as natural features, including aquatic life.
Policy 5. Access development should respect and protect ecological and aesthetic values in the shorelines of the state.
Policy 6. None of the above policies should be construed to take precedence over the city's obligation to provide for the public safety, to maintain publicly owned properties, or to protect the assets of the city from unacceptable municipal liability.
Recreation element.
This is an element for the preservation and expansion of recreational opportunities through programs of acquisition/development, and various means of less-than-fee acquisition.
Goal: Provide water-dependent and shoreline-oriented recreation opportunities for city residents.
Objective: Maximize public recreational, historical, and educational opportunities in the shoreline area, to the extent that it does not interfere with private property.
Policy 1. Provide recreational opportunities on publicly owned shorelines, which attract all people.
Policy 2. Encourage the acquisition of prime recreational lands prior to their commitment to other uses.
Policy 3. Examine additional recreational, historical, and educational opportunities offered by Marine View Park.
Policy 4. Effective interpretation should be provided to enhance visitor understanding of the natural resource.
Policy 5. Shoreline recreational use and development should enhance environmental qualities with minimal adverse effect on the natural environment.
Policy 6. Shoreline recreational areas should be sited and designed to facilitate adequate monitoring of activity and maintenance.
Policy 7. Bicycle path planning should take into consideration opportunities for shoreline views.

Circulation element.
This is an element for assessing the location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public facilities, and correlating those facilities with the shoreline use elements.
Goal: Circulation systems in shoreline areas should be limited to those that are water-dependent or water-related, and would serve water-dependent uses.
Objective: Restrict motor vehicle traffic in the shoreline area.
Policy 1. Motorized vehicles should be prohibited on all beaches, except for residential service access and existing prescriptive easement.
Policy 2. Nonwater-related parking facilities should be discouraged from locating in the shoreline area.
Policy 3. 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.

Historical/cultural element.
This is an element for the protection and restoration of buildings, sites, and areas having historic, cultural, educational, or scientific value.
Goal: Shoreline features having historic, cultural, scientific or educational value locally or regionally, should be designated and then retained and protected.
Objective: Encourage the restoration, development, and interpretation of historical, cultural, and educational sites.

Economic development element.
This is an element for the location and design of industries, transportation, port, tourist, and commercial facilities, and other developments dependent on shoreline locations and/or water access.
Goal: No industries or transportation, port, marinas, tourist or commercial facilities should be located within Normandy Park's designated shoreline environment.
Objective: Commercial and industrial developments should be located inland and only as provided by the comprehensive plan of the city of Normandy Park.

IV. REFERENCES

Beck, R.W. and Associates, City of Normandy Park Surface Water Management Plan, Main Report,1992.

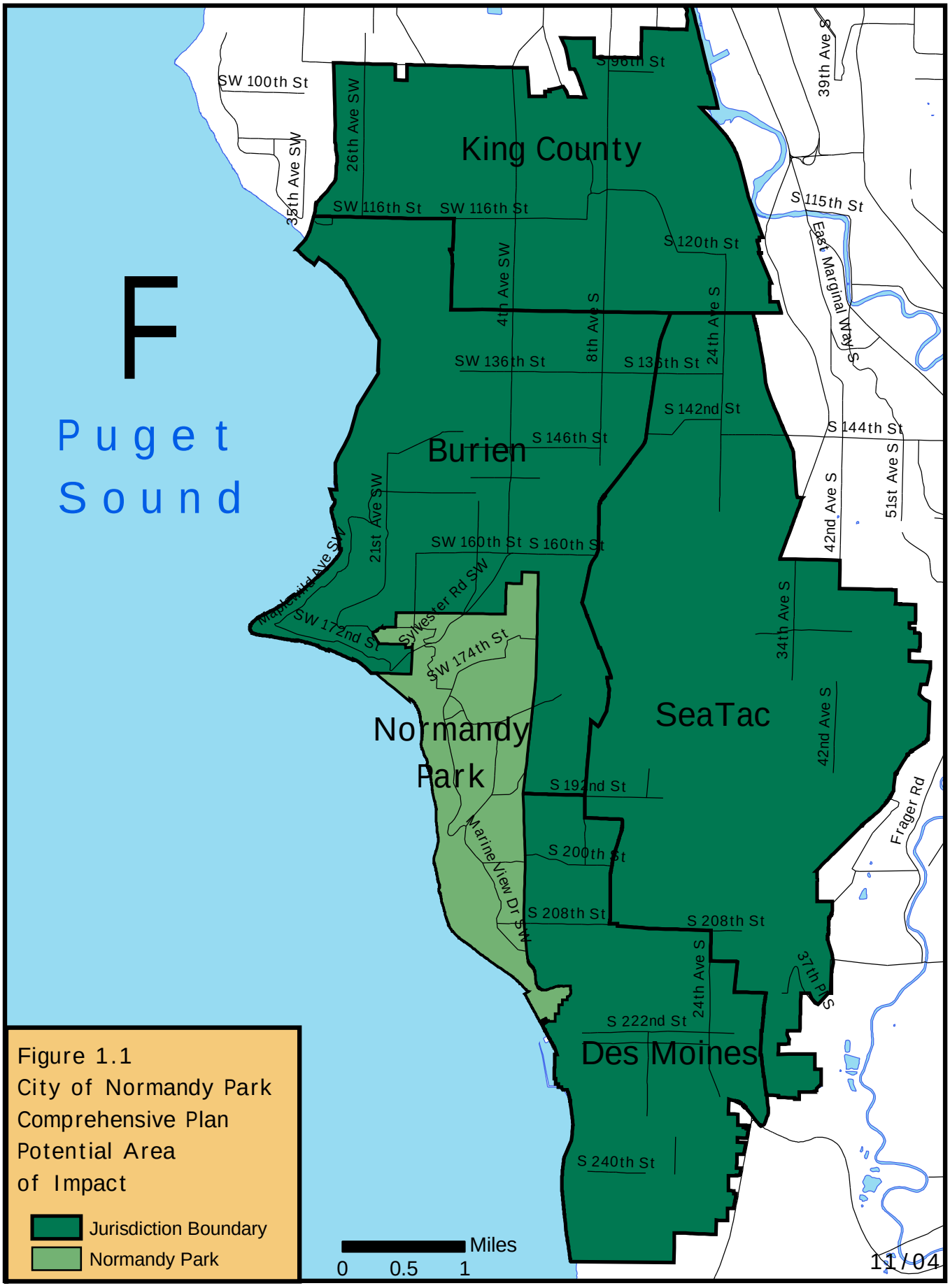
King County Resource Planning Section, Environmental Division, Normandy Park Environmentally Sensitive Areas Mapping Project, 1991.

Puget Sound Regional Council, Year 2010 Land Use Forecasts, 1993.

Suburban Cities Association, Buildable Lands Report, 2002.

United States Census Bureau, 2000 Census.

Washington State Office of Financial Management, Population per Occupied Housing Unit in King County, 1992.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King County
Burien
Normandy Park
SeaTac
Des Moines
SW 100th St
26th Ave SW
35th Ave SW
SW 116th St
SW 116th St
S 96th St
39th Ave S
S 115th St
East Marginal Way S
S 120th St
4th Ave SW
8th Ave S
24th Ave S
SW 136th St
S 136th St
S 142nd St
S 144th St
S 146th St
42nd Ave S
51st Ave S
21st Ave SW
SW 160th St
S 160th St
Maplewild Ave SW
Sylvester Rd SW
SW 172nd St
SW 174th St
34th Ave S
42nd Ave S
S 192nd St
Marine View Dr SW
S 200th St
S 208th St
S 208th St
Frager Rd
37th Pl S
24th Ave S
S 222nd St
S 240th St
Figure 1.1
City of Normandy Park
Comprehensive Plan
Potential Area
of Impact
Jurisdiction Boundary
Normandy Park
Miles
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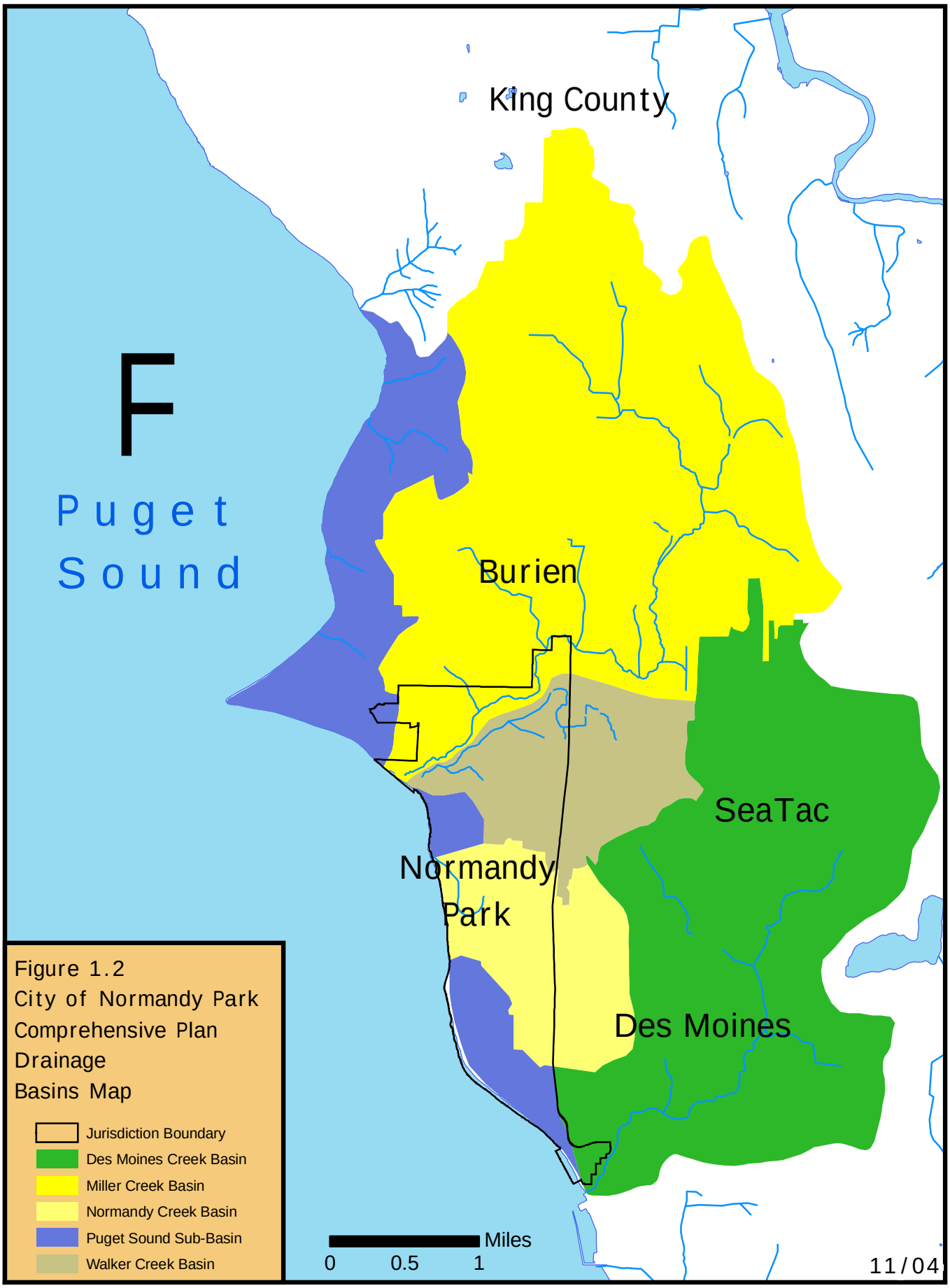
King County
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Des Moines
Figure 1.2
City of Normandy Park
Comprehensive Plan
Drainage
Basins Map
Jurisdiction Boundary
Des Moines Creek Basin
Miller Creek Basin
Normandy Creek Basin
Puget Sound Sub-Basin
Walker Creek Basin
Miles
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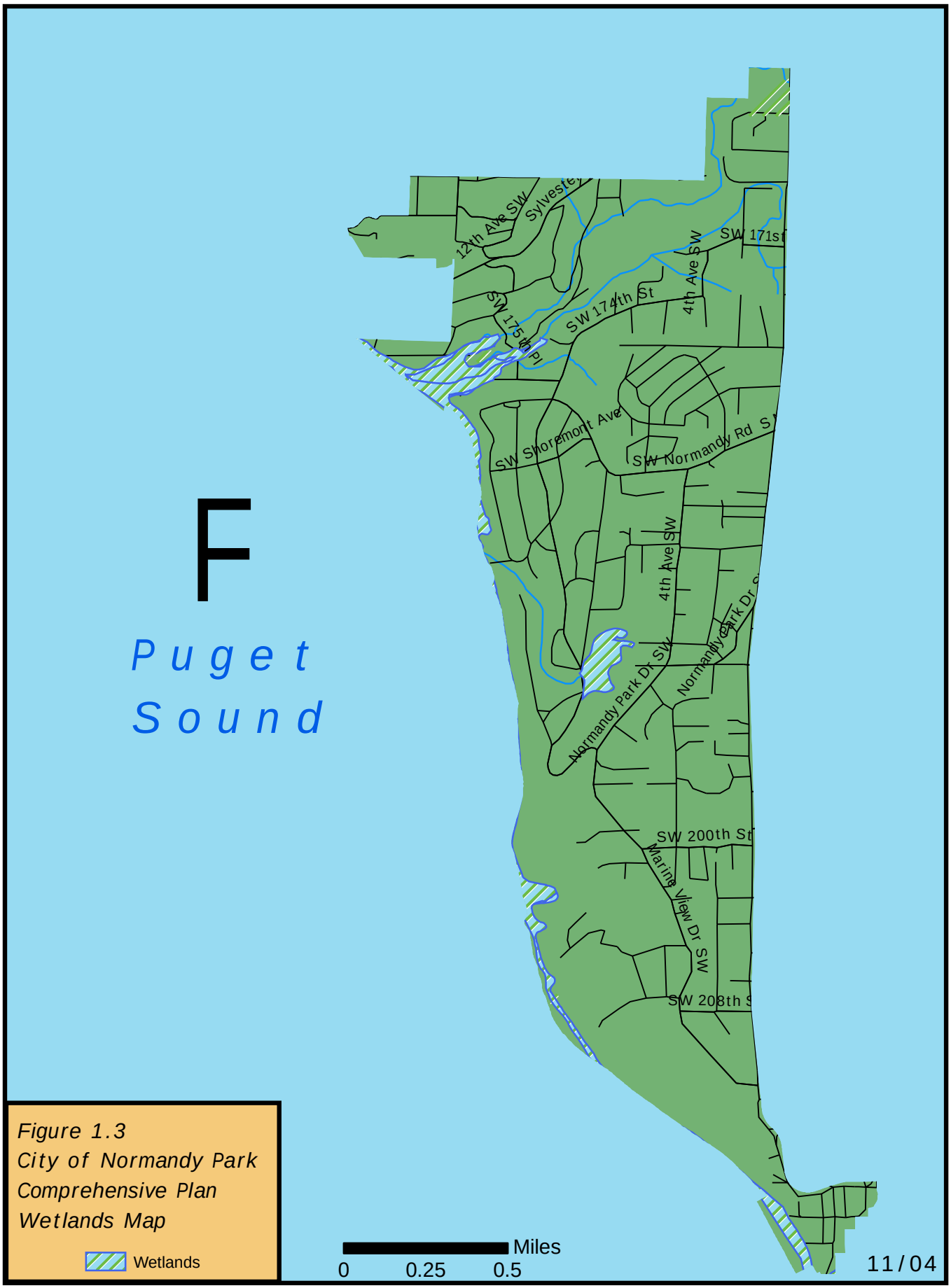


Figure 1.3
City of Normandy Park
Comprehensive Plan
Wetlands Map

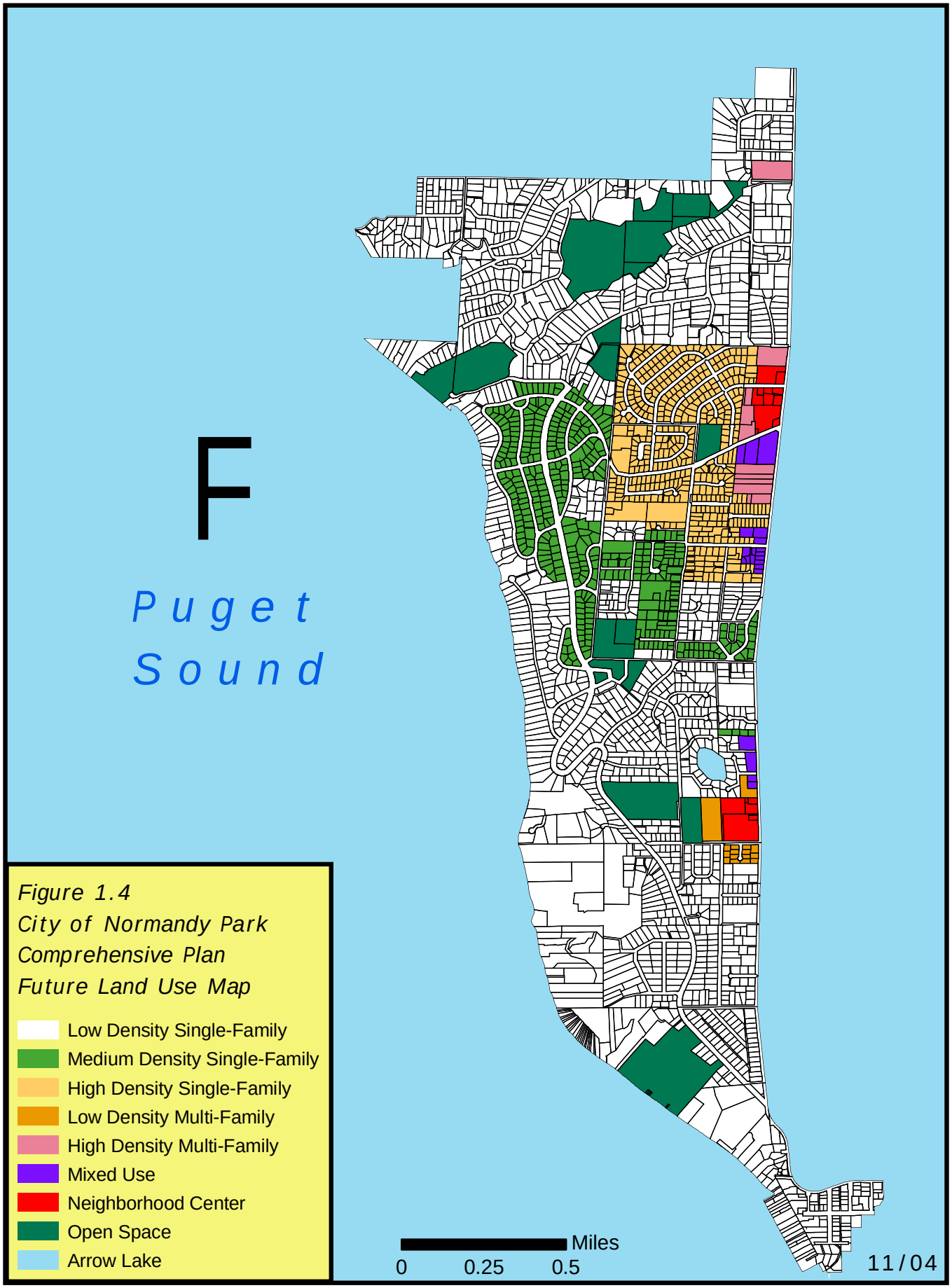


Figure 1.4
City of Normandy Park
Comprehensive Plan
Future Land Use Map

Housing Element

I. INTRODUCTION

This Housing Element represents Normandy Park's policy plan for protecting the character of existing residential neighborhoods and maintaining and increasing the stock of affordable housing in the city over the next 20 years.

The Housing Element was developed in accordance with King County Countywide Planning Policies regarding housing and integrated with all other plan elements to insure consistency throughout the comprehensive plan. The Housing Element specifically considers the character and condition of existing housing stock and potential lands available for affordable housing, profiles household characteristics, establishes current and future needs for affordable housing, inventories existing programs and policies promoting affordable housing, and establishes strategies for maintaining and protecting existing neighborhoods and encouraging development of new affordable dwellings.

II. INVENTORY AND ANALYSIS

A. Inventory of Existing Housing

A citywide windshield survey of housing condition was conducted in June 1993. All houses, apartments, and condominium complexes were visually inspected for superficial evidence of major structural problems or serious exterior disrepair that could lead to structural problems. Only three units in the city were found to have the types of problems that would constitute substandard condition. Most of the single family dwellings in the city are in good condition and well maintained. The majority of multifamily complexes are in good repair, however, some lack recreation facilities and usable open space.

In Normandy Park, 79% of all housing units are single family detached, most on relatively large lots. Only 3% of the housing units in the city are single family attached or duplex structures. The remaining 18% are multifamily units housed in structures containing three units or more.

The 2000 Census indicates that 72% of the housing units in the city have six or more rooms, whereas in the county as a whole, only about 47% have six rooms or more.

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 2000 U.S. Census, the number of Normandy Park households living in overcrowded conditions was 47 or 1.5% of all occupied households.

B. 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 such as steep slopes and wetlands. Most of Normandy Park is occupied by mature, single family residential neighborhoods that have few, if any, vacant lots. The few suitable, vacant, single family lots are surrounded by large houses on large lots, making land costs too high to create affordable single family housing without substantial subsidy or rezoning. The majority of vacant lots that still exist have steep slopes or other environmental constraints. They are still vacant because of the high cost of developing them One way that affordable housing can be inconspicuously and economically incorporated into large-lot single family neighborhoods is through accessory apartments. Accessory apartments can include detached guest houses and garage apartments, or apartments that are part of the main residence. Since there are no land costs involved, they can usually be developed for less cost than a typical multiple unit apartment, and, therefore, rent for less.

One potential limitation to using this method of providing affordable housing in Normandy Park is that various subdivisions in the city have covenants and restrictions that prohibit building accessory dwelling units. Another possible limiting factor is that current city codes 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 at or over capacity.

Another potential for providing affordable housing is adoption of policies and regulations that encourage creative alternatives to existing zoning. Alternatives such as cottage housing, zero lot line developments and use of cluster housing design, among others, can maintain the quality and character of a single-family neighborhood, while possibly reducing land costs per housing unit.

Neighborhood Service Areas

Although land cost and compatibility concerns present obstacles to creating affordable housing in single family neighborhoods, the city land use survey indicates that there are several vacant or underdeveloped parcels along First Avenue South, near the neighborhood service centers. Land is still expensive in these areas, however the higher density zoning recommended in the First Avenue South Redevelopment Plan would allow for the development of affordable multifamily residences as a compatible transitional use between single family areas and commercial areas.

There are also underused commercial lands that could be redeveloped in the future to incorporate a mix of commercial and residential uses. Just as traditional downtowns combine apartments over storefronts to create an active and pedestrian-oriented

environment, Normandy Park's commercial areas could be transformed into more pedestrian-friendly activity centers with the addition of dwellings above commercial space.
The First Avenue South Redevelopment Plan, associated Design Guidelines and amended development regulations adopted in 2004 allow and encourage such mixed use development.

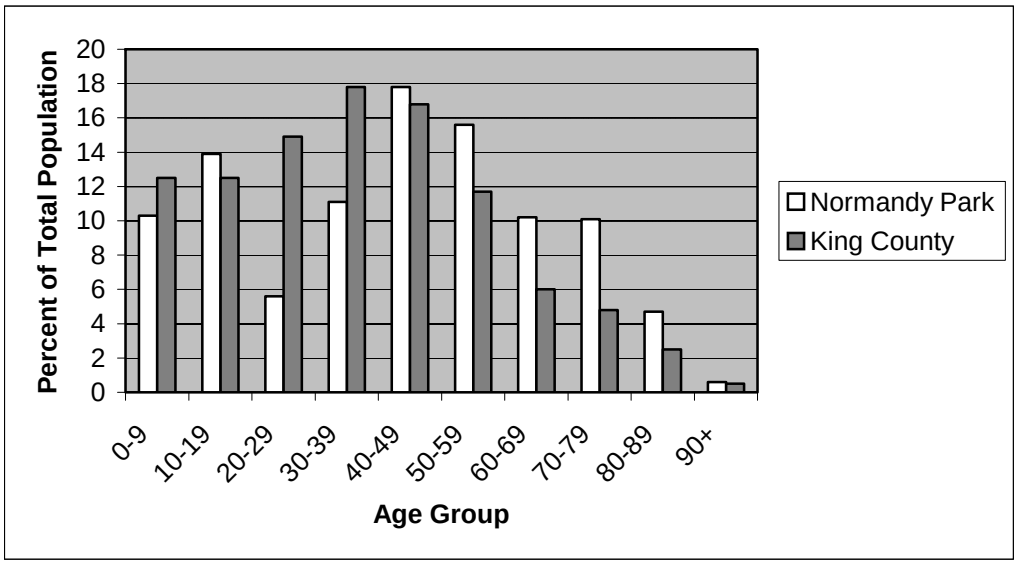
C. Household Characteristics and Levels of Need of Affordable Housing

Age Distribution

Figure 2.1 shows Normandy Park's age distribution in comparison with that of the county population. Differences are most obvious in young adult ages and later middle to retirement age. Normandy Park has a higher proportion of retirement age and elderly population and a lower proportion of young adults than the county in general. 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 first-time homebuyers.

The higher than average number of retirement age and elderly residents reflects the large number of families who moved into the city in the fifties and sixties and still maintain their residency here. Many of these families are made up of retired individuals on fixed incomes who may now or eventually have special housing needs such as accommodations for a live-in caregiver or a homesharing tenant who exchanges services such as cooking, housework, or yard maintenance for room and board. It may be necessary to amend zoning regulations that prohibit such situations.

Figure 2.1: Comparison of Age Distribution for Normandy Park and King County in 2000



Income

The 2000 U.S. Census data indicates that the median household income in Normandy Park was $70,367 in 1999. For purposes of determining housing need, 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 1999 was $53,157. Many Normandy Park households are well above the county median income, however, approximately 30% of households meet the federal definition of low-income.

The federal definition of low-income is a gross household income below 80% of the area median income. The 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.

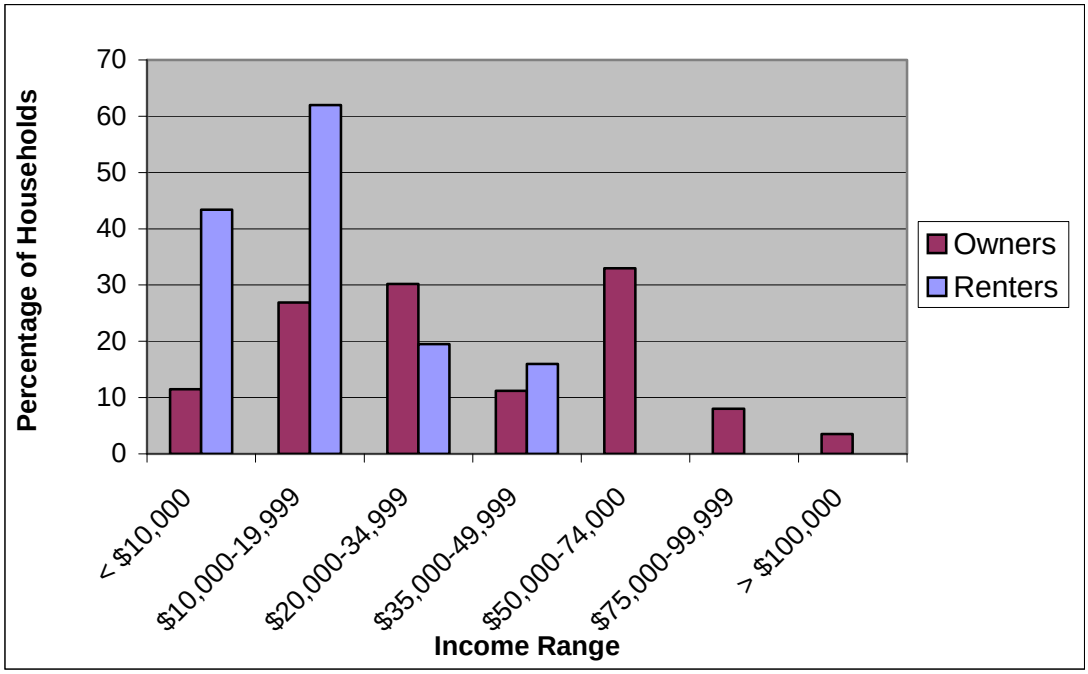
Table 2.1 shows the number and percentage of low and very low-income renter and owner-occupied households in need of affordable housing: approximately 485 households, or 19.4%, earning less than $50,000 and paying over 30% of income on housing.

Figure 2.2 shows the percentage of all households in the city paying over 30% of income for housing (a total of 689 households), segregated by income ranges. A large portion of these households are renters. The 288 renter households paying over 30% of household income on rent represent over half of all renter households in the city.

Table 2.1: Normandy Park Households in Need of Affordable Housing in 1999

Category of Current Need	Number of Households	% of Norm. Pk. Households
● Renters Earning Between $35,000 and $49,999, Paying >30% For Housing	50	2.0%
● Renters Earning Between $0 and $34,999, Paying >30% For Housing	238	9.5%
● Owner-Occupied Households Earning Between $35,000 and $49,999 Paying >30% For Housing	35	1.4%
● Owner-Occupied Households Earning 0$ and $34,999 Paying >30% For Housing	162	6.5%
Total Households Earning less than $50,000 and Spending over 30% of Income on Housing Costs	**485**	**19.4%**

Figure 2.2: Percentage of Households in Normandy Park Paying over 30% of Income for Housing



Household Size

The average household size in Normandy Park is 2.45 persons, slightly larger than that of the county which is 2.39. Average household size in owner-occupied units is 2.6 persons and in renter-occupied the average is 1.8 persons per household.

D. Future Needs for Housing

The Countywide Planning Policies set affordability targets to encourage new housing in price ranges not being addressed by the private market. Cities such as Normandy Park, which have only a small proportion of housing that can be defined as affordable, have targets of 24% of new housing units being affordable to very low-income households,[1] and 17% of new housing units built through the year 2010 affordable to low-income households.[2]

[1] A family of four making $38,950 per year or less in 2003 or an individual making $27,250 or less in 2003 is considered to fall within the very low-income range in King County.

[2] A family of four making between $38,950 and $62,320 per year in 2003 is considered low-income in King County.

Table 2.2: Percent of Affordable Housing Available to Low-Income Residents

	King County	Normandy Park
Affordable at 30% of Median Income*	1.2%	0.8%
Affordable at 30-49% of Median Income	21.6%	21%
Affordable at 50-79% of Median Income	37.1%	10.4%

*King County Median Income is $53,157.

Combined, these two targets add up to a total goal of 41% of new housing units that must be affordable to low and very low-income households. This percentage is based on King County's determination that low and very low- income households will represent 37% of the county's growth by 2010. Since Normandy Park has a lesser portion of affordable housing than most cities, the city's 2010 target includes an additional 4% of housing that must be affordable to very low income residents.

If these targets are applied to the forecasted household growth for the year 2010, Normandy Park would need to ensure that 60 (41%) of the new units built in the city meet the affordable definitions described above by the year 2010. If more growth occurs, the 41% criteria would dictate that more units must be affordable. If less growth occurs, then fewer affordable units would be required under the countywide policy criteria.

Since the adoption of the 1995 Comprehensive Plan, of the 61 net new single-family homes constructed, none meet affordability requirements.

E. Existing Programs and Policies Promoting Affordable Housing

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 affordable 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 appropriate zoning in areas surrounding commercial centers. This policy has allowed

elderly Normandy Park residents who wish to remain in the city, but who found it impractical to stay in their single family homes, the option of moving to a low-maintenance townhouse or apartment.

The city continues to use this policy to enhance the alternatives for affordable living arrangements for senior citizens. Two senior congregate living facilities have been built in recent years. These developments allow people who may no longer be able to drive or do home maintenance the opportunity to stay in the community, and, in some cases, provide affordable units to low-income households that meet the age requirement. In 2004, 20 units of affordable housing were available to very low-income seniors and 27 units available to low income seniors in Fernwood at the Park, one of the congregate living facilities.

Assisted Housing

Assisted housing includes multifamily or single family housing that is subsidized by public or private funds. Brittany Park is the only assisted housing complex in Normandy Park. It is managed and funded by the King County Housing Authority. It provides 43 units of permanent housing for low-income senior citizens and disabled residents.

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. In Normandy Park, John Knox Church provides limited emergency shelter services.

F. Strategies for Providing and Maintaining Affordable Housing

The intent of the State Growth Management Act and the King County Countywide Policies is to provide affordable housing alternatives for all economic segments of the community. At the most fundamental level, this involves two basic types of programs: (1) protecting and maintaining the existing affordable housing stock, and (2) ensuring that a sufficient proportion of new housing units developed in the city are affordable to the targeted economic groups.

Maintaining Existing Affordable Housing

Maintenance of existing affordable housing is accomplished through enforcement of building codes and creating incentives for home improvements such as low-interest loans for home repairs. King County sponsors no-interest and low-interest home repair loan programs for low and moderate income homeowners and a rental unit rehabilitation program for homeowners and landlords. The Normandy Park/Des Moines Senior Center also offers a similar program. Eligible homeowners and landlords should be made aware that these and other programs exist.

Addressing Future Needs: Accessory Units and Creative Development

The city's zoning regulations currently allow the use of accessory dwellings by guests (two guests for less than six months), family members, and domestic employees. Amending the existing accessory apartment provisions in the zoning code to include persons other than family members would provide for a limited number of additional affordable housing units.

Having the option to build an accessory apartment could give a single homeowner the security of having someone close by to call on for assistance, provide a family with another source of income or provide security for empty nesters who leave their home for the winter.

Development trends from other cities that allow rental of accessory apartments indicate that a city the size of Normandy Park could expect between one and three applications per year. The rate of applications may be less than trends indicate due to some subdivisions' covenants and restrictions prohibiting accessory apartments.

Allowing alternative types of creative development, for example, cottage housing or zero lot line housing, may also provide affordable housing while increasing density in a manner compatible with single family housing.

Addressing Future Needs: Encouraging Affordable and Livable Multifamily Development

A study of land use along First Avenue South indicates that there are vacant and underdeveloped parcels ranging from one to five acres in size that appear, initially, to be suitable for multifamily development or higher density single family development. Although there is little development pressure at this time, in the future, owners of these properties may be interested in the alternatives for development that the city allows on these parcels. Initial calculations indicate that these parcels could easily house the bulk of Normandy Park's projected growth of residents needing affordable housing alternatives through 2010.

The age profile in this element indicates a larger than average population of residents age 50 and older in the city. Many of these residents may desire or need an alternative to their maintenance-intensive single family home. Criteria could be developed to encourage new multifamily or other creative development options designed for senior citizens on fixed income as the primary market.
The survey of housing condition indicated that very few of the multifamily complexes in the city had adequate open space and recreational areas, however, both Mar Vista Park and Nist Park (acquired in 2003) are located close to multifamily developments. In addition, the new design guidelines for new development and redevelopment of multifamily and commercial require adequate open space.

Addressing Future Needs: Encourage Mixed Residential and Commercial Land Use for Redevelopment of Neighborhood Service Areas

Normandy Park will probably be built-out or fully developed by the year 2020. Once the remaining parcels surrounding the commercial centers are developed, the centers themselves will become attractive for redevelopment. Redevelopment of these centers to include residential uses offers the possibility of providing additional affordable housing with excellent access to services and transit, as well as the opportunity to change the character of the commercial areas to one that is more compatible with the city's residential neighborhoods.

The First Avenue South Redevelopment Plan, Design Guidelines and related development regulations encourage and allow three to four-story residential structures with storefronts at ground level, require less parking as transit service in the area improves, and provide density bonuses in return for putting parking underground and incorporating green spaces and pedestrian amenities at ground level.

III: GOAL, OBJECTIVES, AND POLICIES

GOAL 2: HOUSING

Maintain the quality of housing in the city and, to the extent feasible, address housing for residents whose needs are not being addressed by the private-sector housing industry.

Objective 2.1: Preservation of Single Family Environment
Preserve the character and quality of existing single family neighborhoods through implementation of the land use policies in the comprehensive plan and by enforcement of the city's codes.

Policy 2.1.1: Protect established neighborhoods from incompatible land uses.

Policy 2.1.2: Relate housing density to natural land constraints.

Policy 2.1.3: Consider residential development procedures to transfer density from environmentally sensitive areas to the most buildable portion of a development site.

Policy 2.1.4: Conserve the city's existing housing stock through enforcing the code, drafting appropriate zoning laws, and encouraging eligible residents to apply for low-income home improvement loans and grants.

Policy 2.1.5: 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.

Objective 2.2: Multifamily Homes
Ensure that multifamily housing is designed and developed in a manner that is compatible with adjacent single family neighborhoods.

Policy 2.2.1: Ensure that construction of multifamily developments does not decrease levels of service.

Policy 2.2.2: Enforce land development regulations to ensure that new and redeveloped multifamily housing complexes include adequate open space, appropriate landscaping, recreation areas and sufficient parking.

Policy 2.2.3: Locate multifamily residential areas on arterials that are close to public transportation routes.

Objective 2.3: Special Housing Needs and Housing Affordability
Recognize the need for a variety of housing types and densities to provide a range of affordable housing alternatives. To support and provide a wider range of housing alternatives, pursue alternative housing strategies consistent with the city's means and its character. Consider

revisions to regulations to enable group homes and accessory dwellings for a broader range of residents.

Policy 2.3.1: Cooperate with neighboring jurisdictions and subregional housing agencies, consistent with the resources and priorities of the city, to continue to meet countywide affordable housing targets.

Policy 2.3.2: Endorse private and public sector efforts to provide affordable housing for elderly citizens.

Policy 2.3.3: Continue to review zoning regulations for consistency with the Federal Fair Housing Act.

Policy 2.3.4: Amend zoning regulations to allow assisted living developments in specific zoning districts.

Policy 2.3.5: Revise accessory dwelling regulations to allow non-related persons to live in accessory dwellings, provided design and bulk requirements ensure compatibility with surrounding residences.

Policy 2.3.6: Amend land development regulations to allow for redevelopment of neighborhood service centers to incorporate affordable multifamily housing. This may include provisions for (1) requiring less parking in areas well served by public transit, (2) allowing a mix of residential and commercial uses in the same structure, (3) relaxing height restrictions, and/or (4) awarding density bonuses in return for putting parking underground and incorporating green space and pedestrian amenities at ground level.

Objective 2.4: Public Improvements for Residential Development
Require developers to provide public improvements such as streets, sidewalks, or utilities that are required by any single family or multifamily developments.

Objective 2.5: Energy/Water Efficient Design
Continue to encourage efficient use of water and energy in the design of new and remodeled residential development. Offer information on energy efficiency and conservation to residents, and during the building permit/plan review process.

IV. REFERENCES

City of Normandy Park, Planning and Land Use records.

King County, Annual Growth Report, 2003.

Suburban Cities Association, Buildable Lands Report, 2002.

United States Census Bureau, 2000 Census.

Transportation Element

I. INTRODUCTION

The Transportation 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.

This element is integrated with other comprehensive plan elements to ensure consistency throughout the plan.

II. INVENTORY AND ANALYSIS

A. Existing Street System

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 First 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, 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 First Avenue, the city is not faced with the need to plan and construct major thoroughfares or other transportation facilities.

The only major arterial, First Avenue South, is four lanes north of 180th Street, and two lanes south of 180th Street. Access to First Avenue South from the city is, primarily, from four secondary arterials: SW 171st Street, SW Normandy Road, SW Normandy Park Drive, and SW 200th Street. Access to First Avenue South from secondary arterials and local access streets is impacted during peak commute periods.

Functional Classification

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

Major Arterials - First 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.

Secondary Arterials - Secondary arterials collect and distribute traffic from major arterials to local access streets. 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 South to the west city limits near the junction of 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 First Avenue South to Marine View Drive.

Marine View Drive SW from the intersection of SW 174th Street and Shorebrook Drive to First Avenue South.

SW Normandy Road from First Avenue South to Marine View Drive SW.

4th Avenue SW from Normandy Road to SW Normandy Park Drive.

Normandy Park Drive SW from First Avenue South to Marine View Drive SW.

SW 200th Street from First Avenue South to Marine View Drive SW.

SW 208th Street from First 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 the streets 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.

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.

Transportation System Inventory

A transportation system inventory of the City of Normandy Park was conducted in 1999. A windshield survey was used in conjunction with Transportation Improvement Board information to compile the information on road condition, street type, and the presence of sidewalks, drainage, and streetlights.

Inventory Criteria

The condition of the streets were grouped into three categories - good, fair, and poor:

Good - A street identified as "good" was either new or had an overlay within the past few years. It also possessed very little or no cracking and/or sinking.

Fair - A street identified as "fair" had a combination of cracking and/or sinking that was not too extensive or critical. It may have had patches from utility or repair projects.

Poor - A street identified as "poor" had problems such as cracking, sinking, and extensive patchwork, or were made with the "oil shot" technique, instead of asphalt.

Inventory Findings

As indicated in Table 3.1, there are approximately 32 miles of streets in the city. Access streets account for 21 of these miles, secondary arterials extend for a total of

7.3 miles and 3.64 miles are designated as major arterials. Most of the city's rights-of-way are not utilized to their full width, leaving substantial 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 216.9 acres.

Table 3.1: Mileage by Street Type

Street Type	Mileage	Percentage
Major Arterials	3.64 miles	11%
Secondary Arterials	7.3 miles	23%
Access Streets	21 miles	66%
TOTAL (improved city-owned rights-of-way)	**31.94 miles**	100%

Table 3.2: Condition of Arterials and Streets

Condition	Mileage	Percentage
Good:	**8 miles**	**25% of Total Miles**
Major Arterial	.7 miles	20% of Major Arterials
Secondary Arterial	2.3 miles	33% of S'ndary Arterials
Access Streets	5 miles	23% of Access Streets
Fair	**16.9 miles**	**53% of Total Miles**
Major Arterial	2.9 miles	80% of Major Arterials
Secondary Arterial	4 miles	57% of S'ndary Arterials
Access Streets	10 miles	48% of Access Streets
Poor	**7 miles**	**22% of Total Miles**
Major Arterial	0 miles	0% of Major Arterials
Secondary Arterial	1 mile	14% of S'ndary Arterials
Access Streets	6 miles	29% of Access Streets

Transportation - Land Use Assumptions

The Washington State Growth Management Act requires that land use assumptions be included 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:

1) 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 households is expected to increase by

0.3% per year, traffic volumes can be expected to grow between 0.3% and 0.6% per year.

2) Commercial land use within Normandy Park is limited by the present acreage designated for commercial use, however, the First Avenue South Redevelopment Plan recommends changing some residential zones to commercial (Mixed Use) zones, which will increase the amount of commercial land available.

3) Commercial activities in Normandy Park are grouped in a way that focuses trip generation and destination into specific locations.

4) The relatively low traffic volumes and quiet streets of the community are conducive to non-motorized modes, including pedestrian and bicycle transportation.

5) First Avenue South may undergo traffic volume changes with planned improvements to SR 509, however, the future of the SR 509 project is uncertain at this time.

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 with respect to each of the public facilities to which concurrency applies.

The City of Normandy Park has developed Levels of Service for its transportation system network, including the State-owned First Avenue South. Refer to the Tables in this Chapter for detailed information concerning the applicable arterials and streets. The Levels of Service 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 Level of Service for a transportation facility, the proposed development may not be approved, or may be conditionally approved.

Conditional approval of a proposed development which will adversely impact the existing Level of Service 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 Level of Service impact. For the purpose of the Transportation 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, SEPA Rules.

Traffic Level of Service

Level of Service (LOS) is 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.

Traffic volume information for the city is limited. The available data from 1999 shows average weekday volumes (AWDT) on First Avenue South of approximately 17,428 vehicles per day. The AWDT for secondary arterial streets ranges from 500 to 5,000. Figure 3.2 shows these volumes at various locations in the street system and at selected intersections along First Avenue South. Traffic is controlled primarily by stop signs, and by traffic signals located at the intersections of First Avenue South with SW 174th Street, SW Normandy Road, SW 199th Street and SW 200th Street.

Table 3.3: Level of Service Criteria

Level of Service	Description
A	Delay less than or equal to 5 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all.
B	Delay greater than 5 and less than or equal to 15 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicle stops than for LOS A, causing higher levels of average delay.
C	Delay greater than 15 and less than or equal to 25 seconds per vehicle. The higher delays may result from fair progression and/or longer cycle lengths. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Delay greater than 25 and less than or equal to 40 seconds per vehicle. The influence of congestion is more noticeable. Longer delays may result from some combination of unfavorable progression, longer cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Some vehicles wait more than one cycle to pass through intersection.
E	Delay greater than 40 and less than or equal to 60 seconds per vehicle. Considered the limit of acceptable delay. Many vehicles wait more than one cycle to pass through intersection.
F	Delay greater than 60 seconds per vehicle. Considered unacceptable to most drivers. This condition occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection.

Source: 1985 Highway Capacity Manual (Department of Trade, Economic and Community Development, Growth Management Division: Small Communities Guide to Comprehensive Planning)

As required by RCW 47.80.030(1)(c), the Puget Sound Regional Council (PSRC) recently adopted new LOS standards for regionally significant state highways in the central Puget Sound region (such as SR 509). First Avenue South is SR 509 for much of its length in Normandy Park, so the city is required to adopt the new LOS, which is better than or equivalent to LOS "E/Mitigated," meaning that congestion should be mitigated (such as using transit) when p.m. peak hour LOS falls below LOS "E."

As shown in Table 3.4, the traffic on First Avenue South at selected intersections produces a LOS considerably better than the target LOS, with the exception of p.m. peak hour left turns at SW 171st and First Avenue South.

Table 3.4: 2004 Level of Service (PM Peak Hour)

Intersection	
SW 174th Street and First Avenue S	A
SW 178th Street and First Avenue S	Eastbound E Westbound D
SW Normandy Road and First Avenue S	C
SW 199th Street and First Avenue S	B
SW 200th Street and First Avenue S SW 208th Street and First Avenue S	B Eastbound D Westbound C

Local access streets in Normandy Park typically have an LOS of "A." Since these streets do not provide routes through the city, they are unlikely to experience an increase in traffic due to growth in surrounding jurisdictions. Secondary arterials currently experience a LOS of "A," although at peak-hour traffic volumes, the LOS is "C" or better.

Due to limited growth potential in the city, vehicle trips on secondary arterials and local access streets are estimated to grow at 0.3% to 0.6% per year until 2010, and then level off.

This plan proposes as its standard the levels of service for the intersection as shown in Table 3.4 and the following level of service standards for roads and other intersections in Normandy Park:

Table 3.5: Minimum LOS for Roads (Peak Hour)

Intersections	LOS
Secondary Arterial and Major Arterial	C
Local Access and Major Arterial	C
All Others	A

Roadway Capacity and Future Volumes

Both the local and state roadways can be expected to accommodate the potential

increase in traffic over the next twenty years. Local roadways are currently functioning at high level of service and have enough remaining capacity to accommodate potential traffic increases.

First Avenue South and SR 509 Extension

First Avenue South, which carries the SR 509 designation for most of its length in Normandy Park, is expected to undergo volume changes if SR 509 is extended to connect with I-5. The Final Environmental Impact Statement for the SR 509/South Access Road, published in January 2003, examines three alternatives for the extension of SR 509 to I-5 in addition to a no action alternative (Alternative A). Alternative C2 is the preferred alternative, and would take the most direct route, tying into the I-5 corridor at approximately 216th Street. Alternatives B and C3 connect directly to I-5 at approximately 212th, taking slightly different routes between the existing SR 509 and I-5. Due to the magnitude and cost of the project, estimated completion is 2010 to 2020.

The best available traffic projections indicate that southbound, afternoon rush hour traffic along First Avenue South may decrease from its current levels with a connection to I-5.

B. Existing Pedestrian and Bicycle Circulation

The 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 tends to be more recreational. Some school-age children walk to school. There is no school bus service within a one mile radius of a school.

Table 3.6 shows the mileage and percentage of city streets with sidewalks by classification. The majority of sidewalks in the city are located on secondary arterials. Most of these sidewalks were put in place many years after initial road construction to improve informal footpaths on the most heavily traveled pedestrian routes.[1] Previous comprehensive plan policies promoting the installation of sidewalks in new subdivisions have not been consistently implemented in the city.

[1] Conversation with Claudia Tidball; September, 1994.

Table 3.6: Streets with Sidewalks by Classification

Classification	Sidewalk Mileage	Percent with Sidewalks
MAJOR ARTERIALS (both sides of street)	1.5 miles	41%
SECONDARY ARTERIALS	6.4 miles	91%
ACCESS STREETS	1.6 miles	7%
CITY TOTALS	9.5 miles	30%

Bicycle use is primarily recreational within the city. Marine View Drive is a popular bicycling route for cyclists seeking a scenic route north and south, parallel with the Puget Sound coast. However, there is currently no bicycle lane along the two lanes of Marine View Drive. Improvements to First Avenue South from the northern boundary to 174th Street, completed in 2004, include a designated bicycle lane. Phase 2 of the First Avenue South project, extending the improvements south to SW 200th Street will also provide a bicycle lane.

In the spring of 1994, the city conducted a mail survey[2] of residents regarding the type of improvements they thought were most needed in Normandy Park. Respondents ranked improving the pedestrian circulation system as one of the highest priorities. Overall, responses to the survey indicated that residents run or walk for recreation and exercise, and that they would like more pathways and sidewalks. The survey also indicated that many pedestrians are very concerned about their safety on busy roads such as Sylvester and First Avenue South.

C. Existing Public Transit Service

With the exception of the public transportation provided along First Avenue South, there is no transit service provided within the city. Metro Bus Route 130 operates along First Avenue South providing service to Des Moines, Burien, downtown Seattle, and connection to other routes. Past transit ridership from Normandy Park has been low, and there is sufficient capacity and opportunity for those who choose to use it. Figure 3.3 shows the location of Route 130 Metro bus stops.

[2] The survey was distributed in the April 1994 issue of the City Scene, which was mailed to all of the approximately 2500 Normandy Park households. In May of 1994, when the surveys were tallied, 165 responses had been received (about 6% of all households). The responses to this survey may not constitute a representative sample since they were not randomly selected.

Senior citizens and those who have impaired mobility are two groups who are typically regular users of public transit. The bus route that serves Normandy Park travels along First Avenue South, which is at the eastern edge of the city, and, for most residents, requires walking uphill. Getting to bus stops is difficult or impossible for these two groups due to the hill, and is inconvenient for other potential riders. King County provides a Dial-a-Ride (DART) service, but none of the routes are close to Normandy Park.

Transportation Mode Split

The King County Countywide Planning Policies call for the 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 5 percent, carpooling makes up 12 percent, and a small percentage of the population bike or walk to meet their transportation needs.

The Puget Sound Regional Council and Metro have been working to estimate mode split percentages for communities in the Puget Sound region. The estimate is linked to the regional travel forecasting process, which is based on computerized traffic forecast modeling. The process has produced estimated auto, carpool, and transit mode split percentages for 1990 and 2000. The 1990 percentages provide a basis for comparing how many people currently drive, carpool, or take the bus. The projected 2000 percentages constituted a recommended goal for the community to set as a target. The 1990 estimated mode split percentages and the 2000 projections are listed below in Table 3.7.

Table 3.7: Normandy Park Estimated Mode Split Percentages for 1990 and 2000

	Auto	Carpool	Transit	Walk /Bike	Worked from home
1990	88.9%	1.2%	9.8%	--	--
2000 (As projected in 1995)	88.9%	1.5%	9.6%	--	--
2000–Actual census data	78.4%	11.1%	4.4%	2.2%	3.9%

Between the 1990 mode split (from a 1995 estimate) and the 2000 projection, there was a difference of less than one percent. However, the actual percentages in 2000 (from the 2000 U.S. census) were considerably different from the projections. It is difficult to know if the original projections were incorrect or based on erroneous assumptions, or if the 1990 base figures were inaccurate. It is likely that transit and bicycle use will increase as more multi-family housing units are built along First Avenue South.

D. Strategies and Alternatives

Street System within Normandy Park

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 First 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, and to a lesser degree at SW 200th Street.

The city commissioned a Traffic Impact Analysis Report, which is adopted by reference as a part of this comprehensive plan, to determine impacts from potential redevelopment of those commercial centers. The study determined that the potential redevelopment would have little effect on the major signalized intersections within the city. Any impacts that would result could be mitigated by installation of additional approach lanes at the SW 178th and SW 208th Street intersections with First Avenue.

Pedestrian and Bicycle Circulation

Pedestrian activity is associated with exercise, recreation and travel between points within the city. Sidewalks should be considered along the major and secondary arterial streets to make walking easier for those with impaired mobility, and to provide a greater level of safety. Pedestrian improvements should be planned to connect with existing city pedestrian trails and walkways to complete a larger pedestrian system. An enhanced pedestrian system may slightly increase transit ridership. Figure 3.4 shows the pedestrian/bikeway plan that the city will implement over the 20-year plan. There are four areas of non-motorized circulation improvements that have been identified as priorities for this implementation period.

First Avenue South Project, Phase 2: The bike path and six-foot wide sidewalk design for Phase 1 will be continued in Phase 2, except eight-foot wide sidewalks will be built along the commercial portion.

Marine View Drive: A four to six-foot wide sidewalk on one side (width based on neighborhood concerns, funding restrictions and/or compliance with the Americans with Disabilities Act (ADA) or other regulations), separated from traffic lanes by a five foot wide planting buffer unless physical constraints would prevent installation of a buffer.

Internal Pedestrian Loops: Pedestrian paths allowing recreational walkers to return to their origin without having to go on First Avenue or double back. A pedestrian route map using existing streets and opened rights-of-way is provided as a first step.

East -West Pedestrian Improvements: Sidewalks along Normandy Park Drive

SW and the portion of Normandy Terrace east of Marine View Drive are the top priority, with secondary arterials that provide the best opportunities for improving east-west pedestrian circulation the next priority.

Public Transit Service

Transit ridership from Normandy Park is 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 First Avenue South, making transit a more appealing option for some residents.

Transit Level of Service

As transit ridership changes, the city may work with Metro to establish a transit standard tailored to the needs of city residents. As Normandy Park does not have jurisdiction over transit service, transit level of service will not be incorporated into the development review process. However, increases in transit service and capital investments may serve as development mitigation.

Mode Split Goal

Countywide, transit use in 2000 was very close to the projection of 9.63 percent of total trips, but, according to the 2000 census, transit ridership in the city was only 4.4 percent. Single-driver auto trips in 2000 were approximately 10 percent below the projection, while carpool trips in the city were approximately 10 percent higher than expected.

With the completion of the sidewalk and dedicated bike lane along First Avenue South, and an increase in the number of multifamily residents in the neighborhood commercial areas, the city predicts an increase in both transit use and bike/walk trips. As it is difficult to estimate any of these numbers with accuracy at this time, the city will need to do further analysis before determining attainable goals.

III. GOALS, OBJECTIVES AND POLICIES

GOAL 3: TRANSPORTATION

Continue to maintain the established level of service standard for the street system, and enhance opportunities for residents to use alternative means of transportation including walking, bicycle riding, and public transit.

Objective 3.1: Street System
Improve and maintain the street system, consistent with the city's land use policies, and accommodate various modes of transportation at reasonable operating levels while protecting the city's character.

Policy 3.1.1: Maintain the efficiency of traffic flow by monitoring traffic, upgrading traffic control devices and developing traffic management techniques as appropriate.

Policy 3.1.2: Support coordinated efforts between the city and other jurisdictions including neighboring cities, the county, region and state to (a) develop transportation plans and projects, (b) coordinate land use with transportation planning and (c) develop funding and concurrency strategies to meet the requirements of GMA.

Policy 3.1.3: Ensure that streets are designed and constructed to city standards to efficiently and effectively meet the needs of the community.

Policy 3.1.4: Design circulation system improvements on arterials to promote safety and fuel conservation and reduce environmental impacts, including toxic surface water runoff, air pollution, and noise levels in residential areas.

Policy 3.1.5: Consider, in the annual update of the Six-Year Transportation Improvement Program, (a) the priorities established in the Capital Facilities Plan, (b) recent land use decisions, (c) street sections that are substandard and in need of repair and/or upgrading, (d) pedestrian and bikeway improvements that will reduce vehicle trips, and (e) opportunities to place utility lines underground.

Policy 3.1.6: Provide sufficient illumination and/or channelization (e.g., fog lines, surface buttons) at intersections and at other potentially hazardous areas.

Policy 3.1.7: Design improvements to, and maintain, major arterials so that (a) through traffic is diverted away from city streets designed for residential traffic flows, (b) the number of access points along major arterials is limited to promote maximum traffic flow and safety, and (c) adjacent residential developments orient their access toward internal residential streets to preserve the functional efficiency of the arterial.

Policy 3.1.8: Design and improve major arterials so that the safety and convenience of local access traffic takes precedence over increased capacity for through traffic.

Policy 3.1.9: Require development adjacent to arterials to dedicate adequate rights-of-way to accommodate future traffic volumes. Construction of new local access streets or widening of existing rights-of-way may be required in conjunction with land use and development decisions.

Policy 3.1.10: Phase roadway construction to consider the well being of adjacent property owners and mitigate their inconvenience.

Policy 3.1.11: Continue to monitor the SR 509/South Access Project and assess the potential traffic and fiscal impacts, as more information becomes available.

Policy 3.1.12: 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 and to 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, a development may be approved if a financial commitment to provide those improvements within six years is secured.

Objective 3.2: Pedestrian and Bicycle Alternatives
Encourage citizens to use non-motorized means of transportation by enhancing and expanding pedestrian and bicycle routes, including enhancing direct access to public transit routes.

Policy 3.2.1: Maintain the street system to allow safe use by pedestrians and bicyclists.

Policy 3.2.2: Include sidewalks, trails, and/or other pedestrian facilities in private and public developments.

Policy 3.2.3: 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 the following four areas of non-motorized travel improvements (see Figure 3.4):

a. *First Avenue South:* continue the bikeway and sidewalk design along the rest of First Avenue South.

b. *Marine View Drive*: a four to six-foot wide sidewalk on one side (width based on neighborhood concerns, funding restrictions and/or compliance with the Americans with Disabilities Act (ADA) or other regulations), separated from traffic lanes by a five foot wide planting buffer unless physical constraints would prevent installation of a buffer.

c. *Internal Pedestrian Loops*: pedestrian paths that would allow recreational walkers to return to their origin without having to go on First Avenue or double back.

d. *East - West Pedestrian Improvements*: Sidewalks along Normandy Park Drive SW and the portion of Normandy Terrace east of Marine View Drive, and along the secondary arterials that would provide the best opportunities for improving east-west pedestrian circulation.

Objective 3.3: Public Transit
Encourage and support the development of a fully accessible public transportation system that will accommodate the present and future travel demands of the community.

Policy 3.3.1: Work with Metro and other agencies involved in public transportation to provide improved transit services for city residents.

Policy 3.3.2: Coordinate public transportation planning with adjacent communities and regional transportation systems.

Policy 3.3.3: In the development review process, consider augmented transit service and transit-related capital investments as methods of mitigation in lieu of establishing a required transit level of service.

Policy 3.3.4: Monitor Metro's and the Puget Sound Regional Council's process for establishing mode split goals, and continue to pursue pedestrian and transit corridor improvements that result in the reduction of single occupant vehicle use and increase carpooling and transit ridership.

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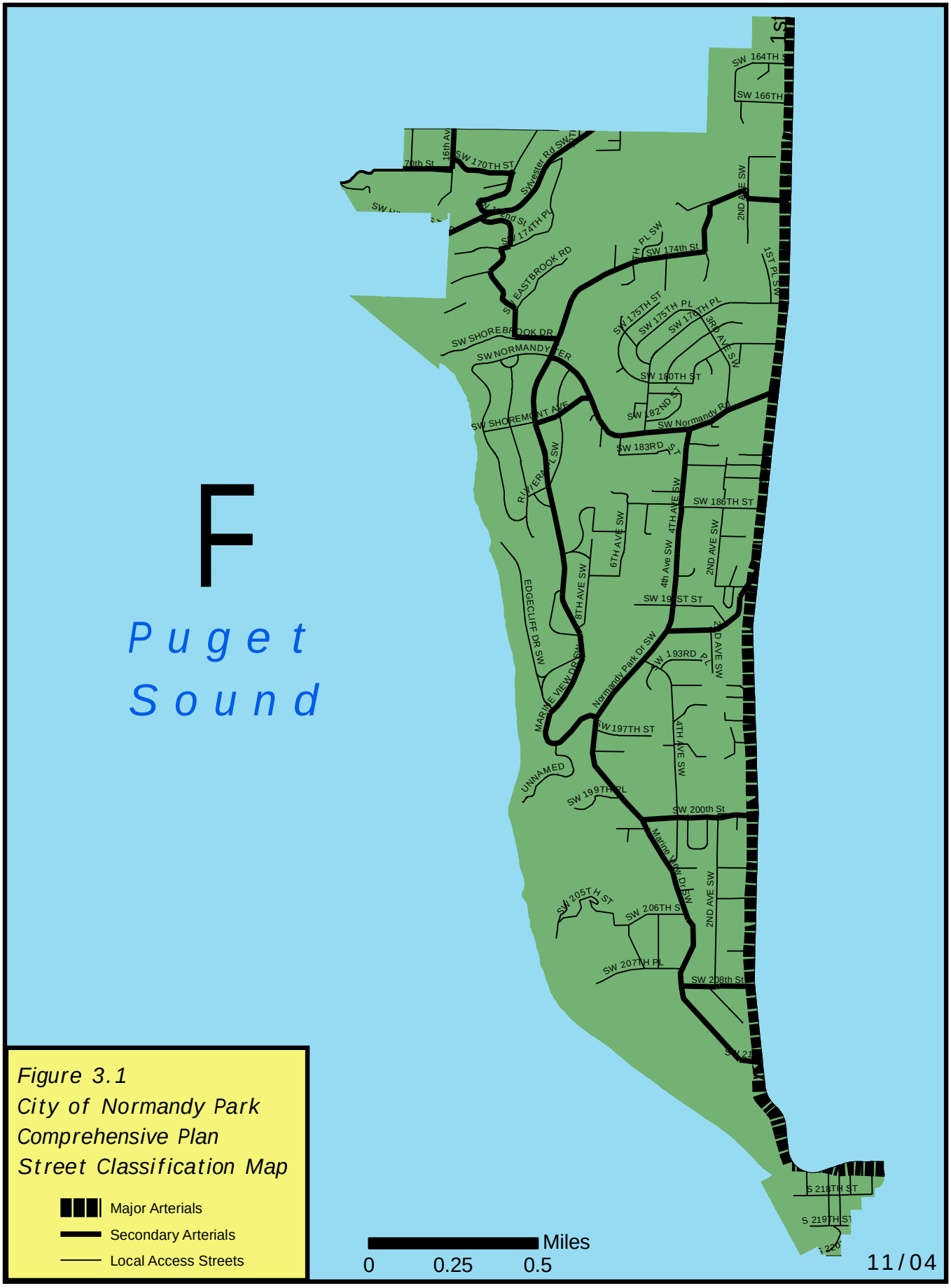

F
Puget
Sound
SW 164TH
SW 166TH
SW 170TH ST
Sylvester Rd SW
SW 174TH PL
SW 174th St
EASTBROOK RD
SW SHOREBROOK DR
SW NORMANDY TER
SW 175TH ST
SW 175TH PL
SW 176TH PL
3RD AVE SW
SW 180TH ST
SW 182ND ST
SW Normandy Rd
SW SHOREMONT AVE
SW 183RD ST
RIVIERA PL SW
SW 186TH ST
4TH AVE SW
6TH AVE SW
2ND AVE SW
EDGECLIFF DR SW
8TH AVE SW
MARINE VIEW DR SW
Normandy Park Dr SW
SW 193RD PL
SW 197TH ST
UNNAMED
SW 199TH PL
SW 200th St
Marine View Dr SW
SW 205TH ST
SW 206TH ST
SW 207TH PL
SW 208th St
S 218TH ST
S 219TH ST
Figure 3.1
City of Normandy Park
Comprehensive Plan
Street Classification Map
Major Arterials
Secondary Arterials
Local Access Streets
Miles
0
0.25
0.5
11/04

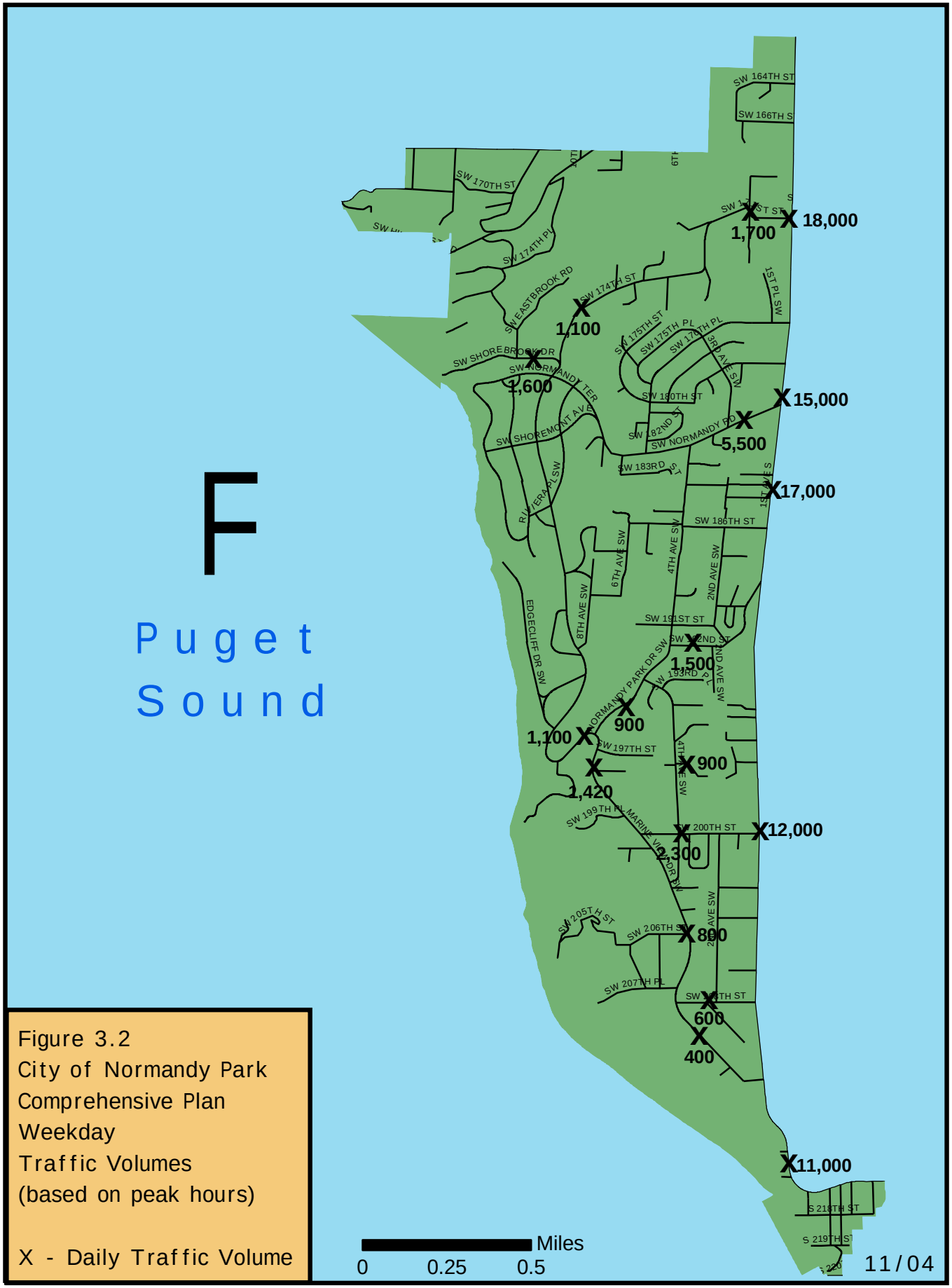


Figure 3.2
City of Normandy Park
Comprehensive Plan
Weekday
Traffic Volumes
(based on peak hours)

X - Daily Traffic Volume

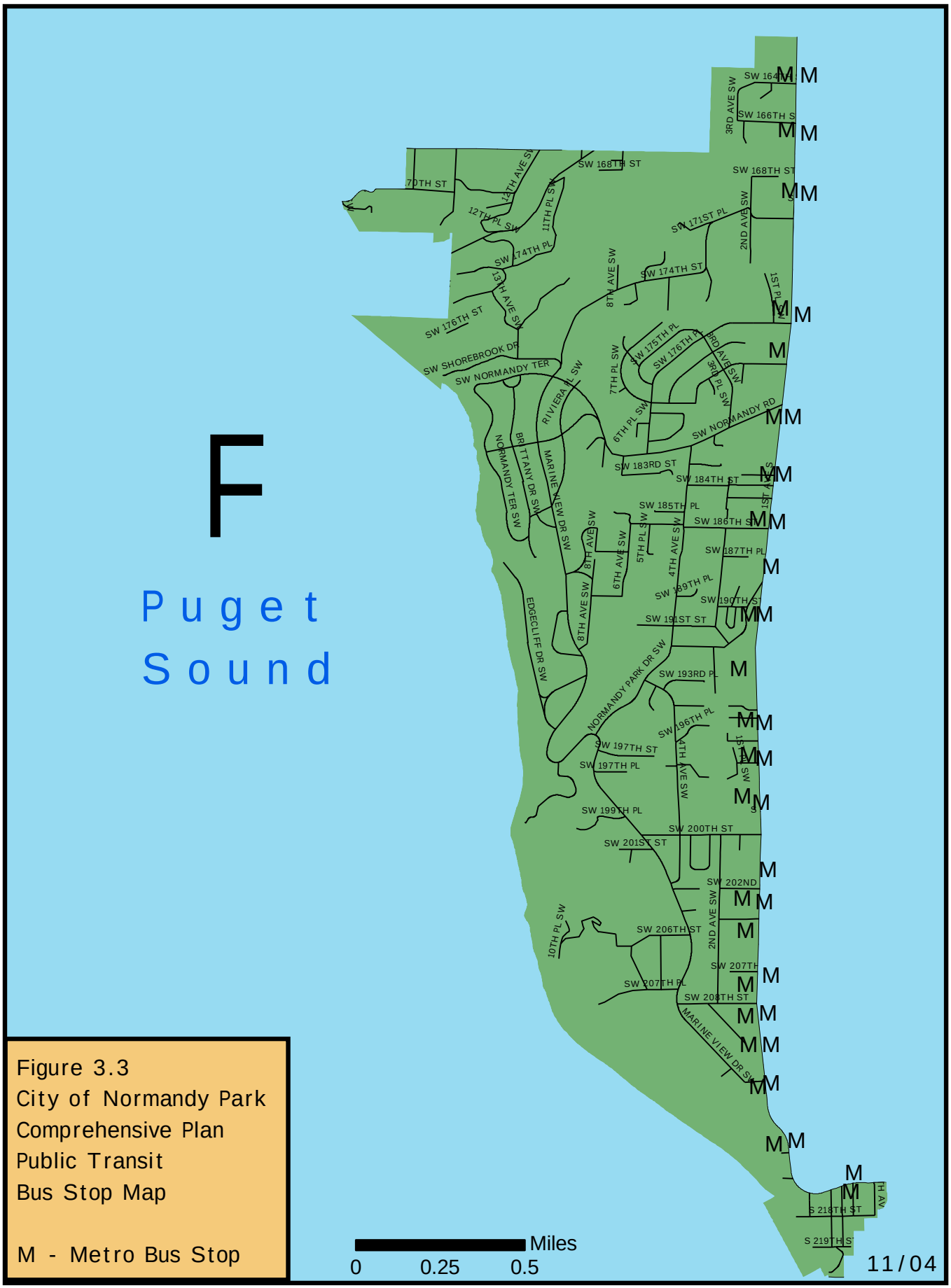
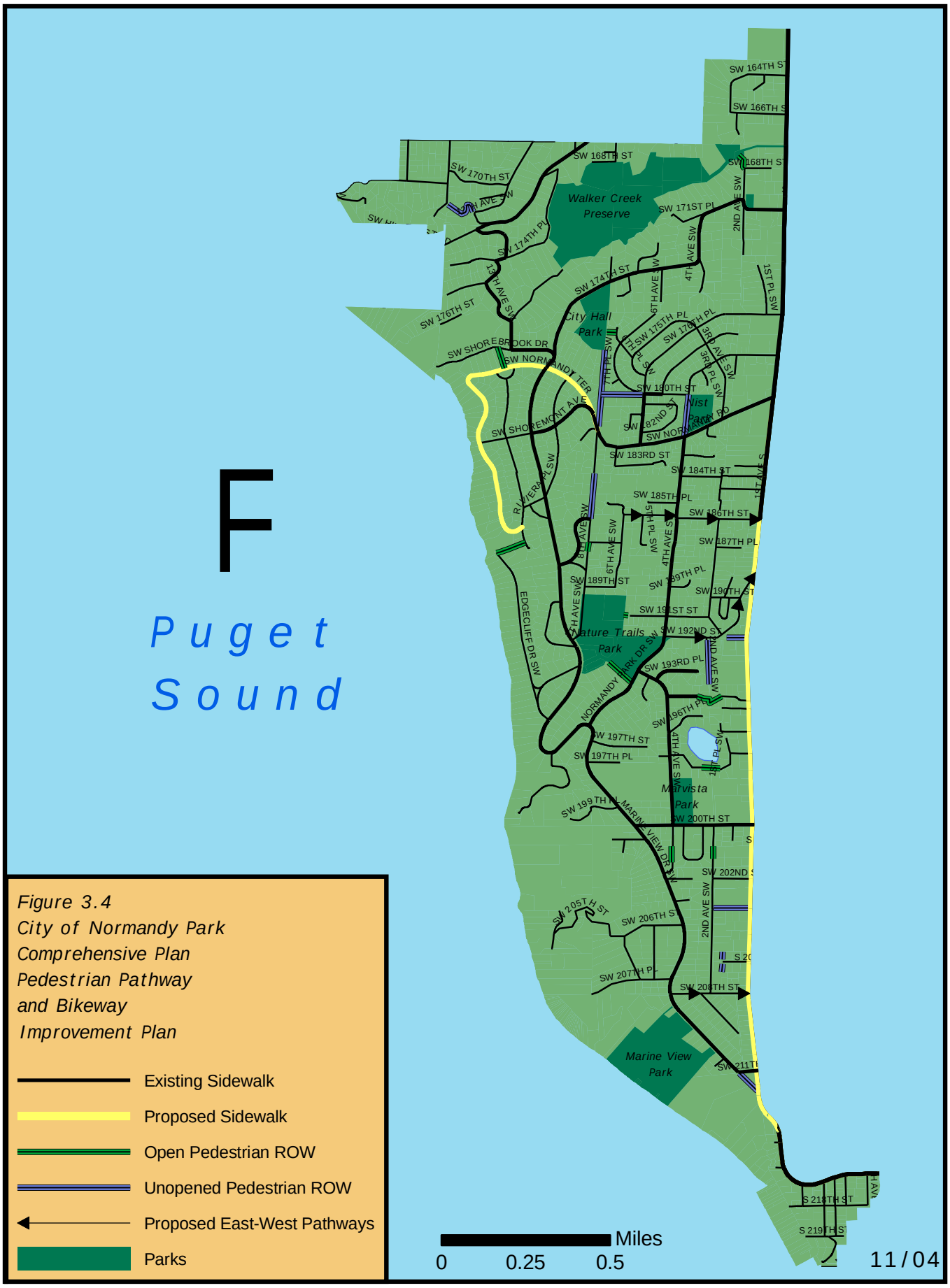


Figure 3.3
City of Normandy Park
Comprehensive Plan
Public Transit
Bus Stop Map

M - Metro Bus Stop


F
Puget Sound
Walker Creek Preserve
City Hall Park
Nist Park
Nature Trails Park
Marvista Park
Marine View Park
SW 164TH ST
SW 166TH ST
SW 168TH ST
SW 170TH ST
SW 171ST PL
SW 174TH PL
SW 174TH ST
SW 175TH PL
SW 176TH ST
SW 180TH ST
SW 182ND ST
SW 183RD ST
SW 184TH ST
SW 185TH PL
SW 186TH ST
SW 187TH PL
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SW 189TH ST
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SW 191ST ST
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SW 193RD PL
SW 196TH PL
SW 197TH ST
SW 197TH PL
SW 199TH PL
SW 200TH ST
SW 202ND ST
SW 205TH ST
SW 206TH ST
SW 207TH PL
SW 208TH ST
SW 211TH
S 219TH ST
S 219TH ST
1ST PL SW
1ST AVE S
2ND AVE SW
3RD AVE SW
3RD PL SW
4TH AVE SW
5TH PL SW
6TH AVE SW
7TH PL SW
8TH AVE SW
SW SHOREBROOK DR
SW NORMANDY TER
SW SHOREMONT AVE
SW NORMANDY RD
RIVIERA PL SW
EDGECLIFF DR SW
NORMANDY PARK DR SW
MARINE VIEW DR SW
Figure 3.4
City of Normandy Park
Comprehensive Plan
Pedestrian Pathway
and Bikeway
Improvement Plan
Existing Sidewalk
Proposed Sidewalk
Open Pedestrian ROW
Unopened Pedestrian ROW
Proposed East-West Pathways
Parks
Miles
0
0.25
0.5
11/04

Utilities Element

I. INTRODUCTION

The Utilities Element summarizes existing facilities, services and capacity, and analyzes the ability of the utility systems to meet the demand for future services resulting from the city's projected growth.

Utility providers have the primary responsibility for utility planning. While the city relies on the plans prepared by the providers, the requirements of the Growth Management Act offer an opportunity for Normandy Park to identify ways to improve the quality of utility services in the city, and to ensure that the services are provided consistent with the policies and goals of this comprehensive plan. The city will use the Utilities Element to identify issues, policies and regulatory changes needed to ensure that the provision of utilities is properly coordinated with all other elements of the comprehensive plan.

The Utilities Element guides decision making to achieve the community's goals in the comprehensive plan, including providing effective stewardship of the environment with special concern for critical areas, enhancing livability of residential areas, and protecting individuals' safety and enjoyment.

II. INVENTORY AND ANALYSIS

The inventory presented in this element provides information in an organized format useful to the planning process. Additional information sources are listed in Section IV of this element. The inventory summarizes general information pertaining to the existing utility service system in the city, and includes a discussion of the utilities' distribution systems, capacity and demand.

Many public and private agencies are involved in regulation, coordination, production, delivery, and supply of utility services. This section of the element identifies those providers, as well as the legislation regulating the utilities. The inventory includes:

- Sanitary Sewer
- Surface Storm Water Management
- Solid Waste
- Potable Water
- Natural Gas
- Electricity
- Telecommunications, Cable, Broadband

A. Sanitary Sewer

While Southwest Suburban Sewer District (SWSSD) provides most of the city's sanitary sewer service, a small area in the southern-most part of the city is served by the Midway Sewer District for both collection and treatment. (see Figure 4.1)

Collection System

The city turned over ownership of its sewer system to the SWSSD in 2003. Prior to turning over the ownership, regular video inspections of the sewer system were performed by city staff and employees from SWSSD or Midway Sewer District. The city attempted to inspect one/fifth of the sewer system per year. The approximately 25.5 miles of sewer lines were generally in good to excellent condition, but there were several repair projects identified.

A small area at the southernmost extent of the city is served by a collection system owned and operated by the Midway Sewer District. This system gravity feeds into the Midway treatment plant located south of the city. No plans exist for a change in the operation of this part of the system.

Disposal and Treatment System

SWSSD operates two treatment plants, Miller Creek and Salmon Creek. All of the effluent collected by the system in the city (excluding the small area served by Midway) is treated at Miller Creek. Normandy Park provides approximately 13% of the waste treated at the Miller Creek plant. Effluent from other SWSSD service areas moves through the collection system in the city to the plant through four access interties.

Service Demand Factors

Hydraulic analysis of the current system indicates that it has sufficient capacity to meet the forecasted growth of the city, the addition of the unsewered area, and the needs of the SWSSD area served by the Miller Creek plant.

For further information, see SWSSD's Comprehensive Plan, referenced at the end of this element.

Unsewered Areas

There are three principal unsewered areas within the city:

- The area to the northwest of Sylvester Road SW (128 lots);

- An area in the east central portion of the Manhattan annexation area between 4th Avenue SW and First Avenue South from SW 184th to SW 186th Streets, and between 2nd Avenue SW and First Avenue South from SW 186th to SW 190th Streets (68 lots); and

- The area south of 202nd Street to the limits of the Midway Sewer District (244 lots).

A total of 440 lots are located in these areas. King County Health Department records show system failures in these areas that could contribute to potential contamination of surface and ground water resources, and adverse effects on fish and wildlife resources as well as wetlands. Engineering studies estimate the cost of providing sewer service into these areas (at December 2003 prices) at approximately $7,894,000, or about $17,941 per household in these areas.

The sewer district has also identified and estimated $1,311,200 in pipe and lift station repairs that need to be performed.

B. Surface Water Management

In 1992, R. W. Beck completed a detailed analysis of the surface water management problems and needs in the city. The result of these studies was a Comprehensive Surface Water Management Plan that is in the process of being implemented. The Plan identifies a complete capital facilities development and financing program that has been summarized and integrated into the Capital Facilities Element. With completion of the Surface Water Management Plan, the city is in compliance with county and state surface water management standards.

The city is participating with surrounding jurisdictions in studies involving surface water management for the Miller Creek and Walker Creek basins.

Current Services

Surface water management services are provided primarily as an adjunct to the management of existing streets, and installing drainage ditches, culverts, and other facilities for new streets. Any new development is responsible for mitigation of storm water or drainage impacts as a part of development approval. This case by case surface water management review, coupled with street maintenance and capital projects, provides sufficient management of storm water.

Development Plans

The city established a stormwater utility and amended its surface water management regulations effective January, 2004. The plan addresses projects required within the city itself and joint projects involving surface water

management needs that cross city boundaries. The initial stormwater utility charge is $10 per single family property per month. The utility charge for other customers is based on a formula using the square footage of impervious surface on the property.

C. Solid Waste

Sea Tac Disposal Company is the certified waste hauler for the general collection and disposal of garbage, yardwaste, and recyclables in the city. Sea Tac Disposal's garbage collection operations are regulated by the Washington Utilities and Transportation Commission (WUTC). The city has a contract with the company for the collection of recyclables and residential yardwaste.

The City of Normandy Park adopted the 1992 King County Solid Waste Comprehensive Plan and continues to make all reasonable efforts to follow its guidelines. The city has a mandatory curbside recycling utility fee for all single family residential areas. Approximately 95 percent of garbage customers participate in the recycling program.

On average, Sea Tac Disposal removes about 256 tons of garbage and 39 tons of recyclables per month. Sea Tac Disposal currently services about 2,120 single family dwellings, 12 multifamily locations, and 45 commercial customers within the city limits.

The city conducts one compost and worm bin event a year, and two recycling events. The costs for these events are covered, in large part, by a Local Hazardous Waste Management Grant, King County Waste Reduction and Recycling Grant and Department of Ecology's Coordinated Prevention Grant.

D. Potable Water

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 governed by an elected board that has its own staff. Each serves an area and population significantly larger than Normandy Park (see Figure 4.2). 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.

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 First Avenue South and the district extends 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, consistent with Normandy Park's growth projection.

E. 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 on Figure 4.3. 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.

PSE plans to install, in 2004, 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.

F. Electricity

Normandy Park Customers and Consumption

Normandy Park is served primarily by PSE however, 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 and 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

Normandy Park is serviced by both the Talbot and O'Brian substations; however, no distribution substations or transmission lines above 115kV are located in Normandy Park. The O'Brien-Midway #2 115kV transmission line runs along First 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.

G. Telecommunications

Telephone Service

The city and surrounding jurisdictions are serviced by QWEST's central offices in Burien and Des Moines.

QWEST was neither able to supply the number of customers served in Normandy Park nor estimates of local capacity. However, advances in technology and use of digital transmission allow QWEST 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.

WUTC regulations require QWEST to provide adequate telecommunications service, and Section 480-120 of the Washington Administrative Code (WAC)

outlines the performance standards and service expectations for QWEST 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, however, due to the city's topography, wireless reception is not reliable. As wireless technology advances, cell reception may improve. However, better reception in residential areas will most likely require new cell sites in the interior of the city and, possibly, amendment of existing city regulations.

H. Federal and 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 and regulations. The following section summarizes the major regulatory measures affecting utilities and agencies involved in their regulation.

Revised Code of Washington (RCW) and Washington Utilities and 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 and 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 --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 portion of or all of the project is not subject to local land use controls.

III. GOALS, OBJECTIVES AND POLICIES

GOAL 4: UTILITIES

Facilitate the provision of all utilities at the appropriate levels of service in an environmentally sensitive manner, compatible with the surrounding land uses.

Objective 4.1: Facilitate Appropriate Levels of Service
Facilitate the provision of all utilities at the appropriate levels of service to accommodate current and future needs.

Policy 4.1.1: Encourage utility providers to review the Land Use and Utility Elements in the comprehensive plan in planning future facilities.

Policy 4.1.2: Designate and map the general location and capacity of existing and proposed utility facilities. Consult with utilities to obtain current information and revise maps accordingly.

Policy 4.1.3: Strongly encourage the sewer districts to provide sewer service in those areas presently underserved. Consider a policy to allow subdivisions only where sewer service is available.

Policy 4.1.4: Coordinate planning for utility facilities with adjacent jurisdictions, utility providers, and state and federal agencies, including the Washington Utilities and Transportation Commission (WUTC).

Policy 4.1.5: Interpret and apply the Utilities Element of the comprehensive plan consistent with and complementary to a utility's public service obligations, with the recognition that utility providers have an obligation to serve and provide the same level of service to all of its customers.

Policy 4.1.6: Encourage communication among the city, WUTC, and regulated utility providers regarding the requirements of the Growth Management Act.

Policy 4.1.7: Facilitate and encourage provision of high-speed Internet access for city residents and businesses.

Objective 4.2: Environmentally Sensitive Areas, Compatibility, and Conservation
Facilitate the provision of utilities in an environmentally sensitive, safe and reliable manner, using the best available science (BAS) and best management practices (BMPs), compatible with the surrounding land uses and resulting in reasonable economic cost and effective conservation of resources.

Policy 4.2.1: Encourage the provision of reasonable, cost-effective and reliable utility service by facilitating the location of utility facilities on appropriate and available lands, including location within transportation corridors and public rights-of-way. Utility facilities should not be sited in sensitive natural resource areas, including unstable geological or soil areas; flood plains; wetlands; habitat of fish or wildlife species with rare, threatened, endangered, or special concern status; known paleontological, ethnographic, or historical sites; or designated scenic areas. If the siting in such areas is unavoidable, it should be limited to the area of least impact, and mitigated by the State Environmental Protection Act (SEPA) or the National Environmental Protection Act (NEPA).

Policy 4.2.2: 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.

Policy 4.2.3: Require undergrounding of electrical and communication lines in all new private and public development.

Policy 4.2.4: Facilitate the implementation of new technologies as long as they are implemented consistent with community character.

Policy 4.2.5: Continue to analyze the recycling and solid waste programs focusing on the following issues: (1) is it advantageous to the city and its residents to contract for both recycling and garbage services; (2) is there a need for mandatory garbage regulations; (3) are these programs or other programs necessary to improve waste diversion rates in the city; and (4) should the city develop a yard waste composting program.

Policy 4.2.6: 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.

Policy 4.2.7: Encourage water conservation and methods of dispersing surface water, such as ditches rather than culverts, that do not add to impervious surfaces.

Policy 4.2.8: Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.

Policy 4.2.9: Promote conservation of electricity, water and fuels in the city facilities and vehicles.

Objective 4.3: Processing and Approval of Permits
Facilitate development of utility facilities by processing and approving permits in a fair and timely manner, in accordance with the city's development regulations.

Policy 4.3.1: 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.

Policy 4.3.2: Coordinate with other jurisdictions to implement multi-jurisdictional responsibility for utility facility additions and improvements.

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Puget Sound Energy, Puget Sound Energy's Natural Gas Facilities in the City of Normandy Park, June 2004 report, Susan Hempstead, PSE Local Government and Community Relations Manager.

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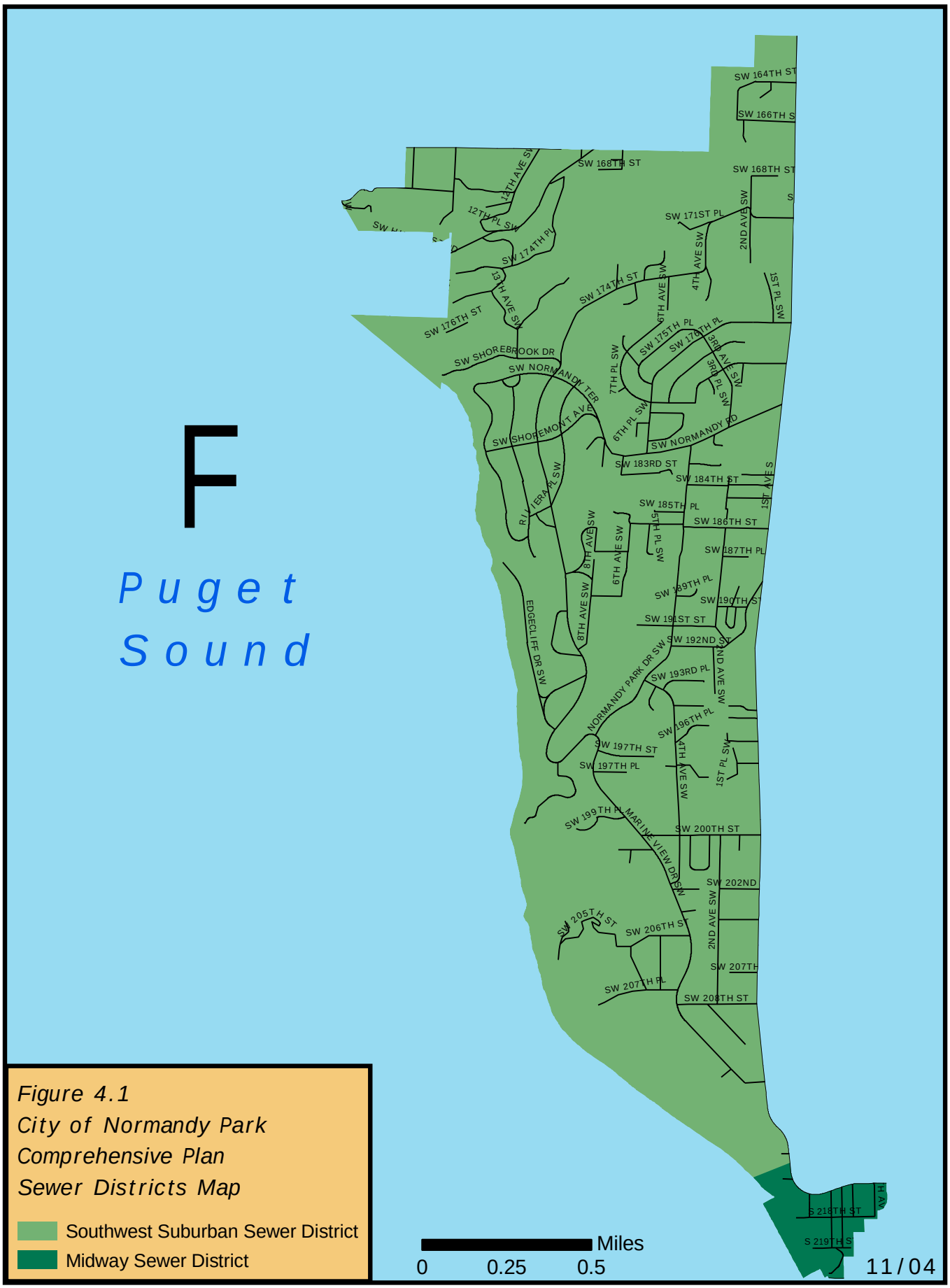

Figure 4.1
City of Normandy Park
Comprehensive Plan
Sewer Districts Map

Southwest Suburban Sewer District
Midway Sewer District

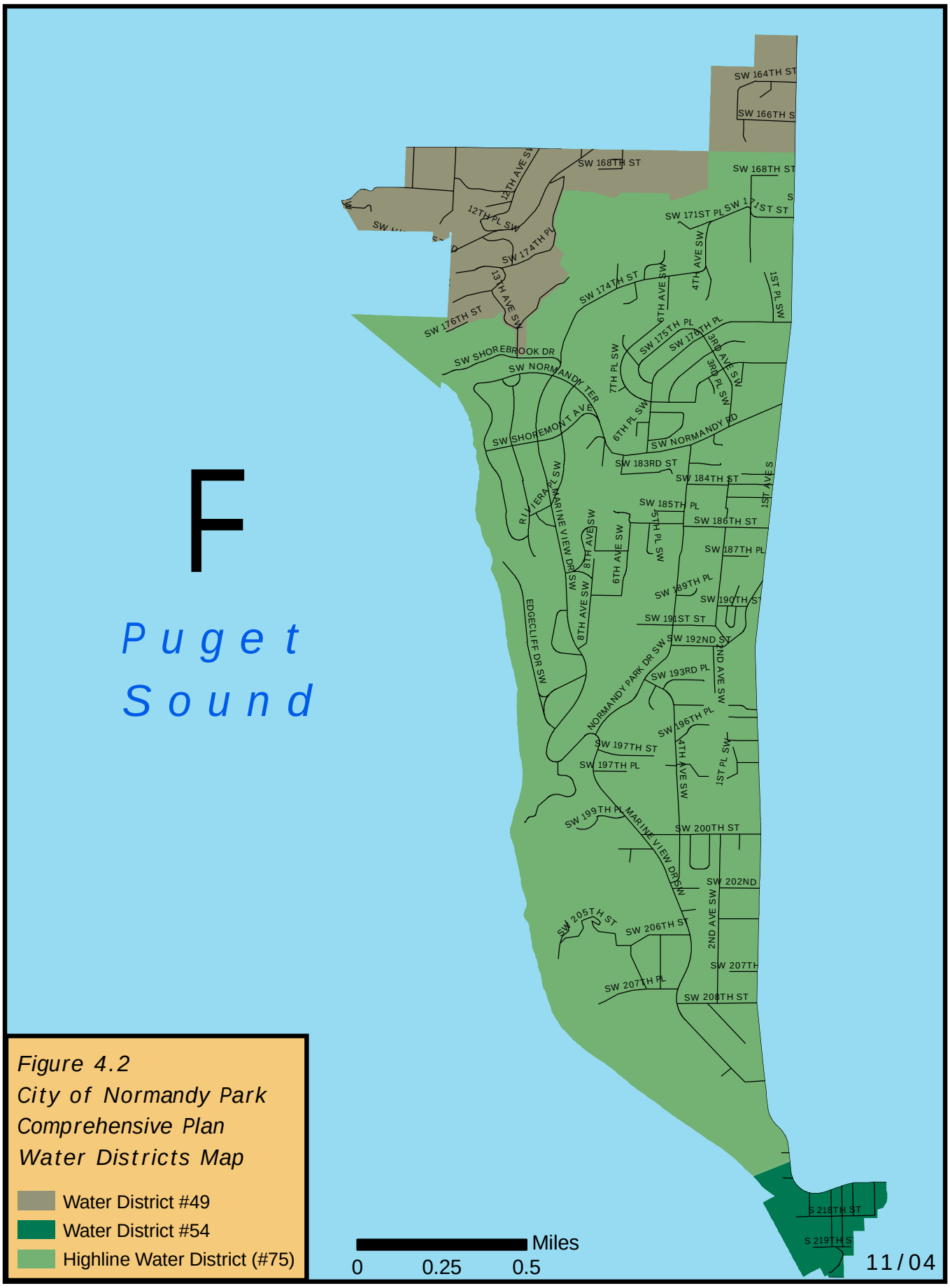

Figure 4.2
City of Normandy Park
Comprehensive Plan
Water Districts Map

- Water District #49
- Water District #54
- Highline Water District (#75)

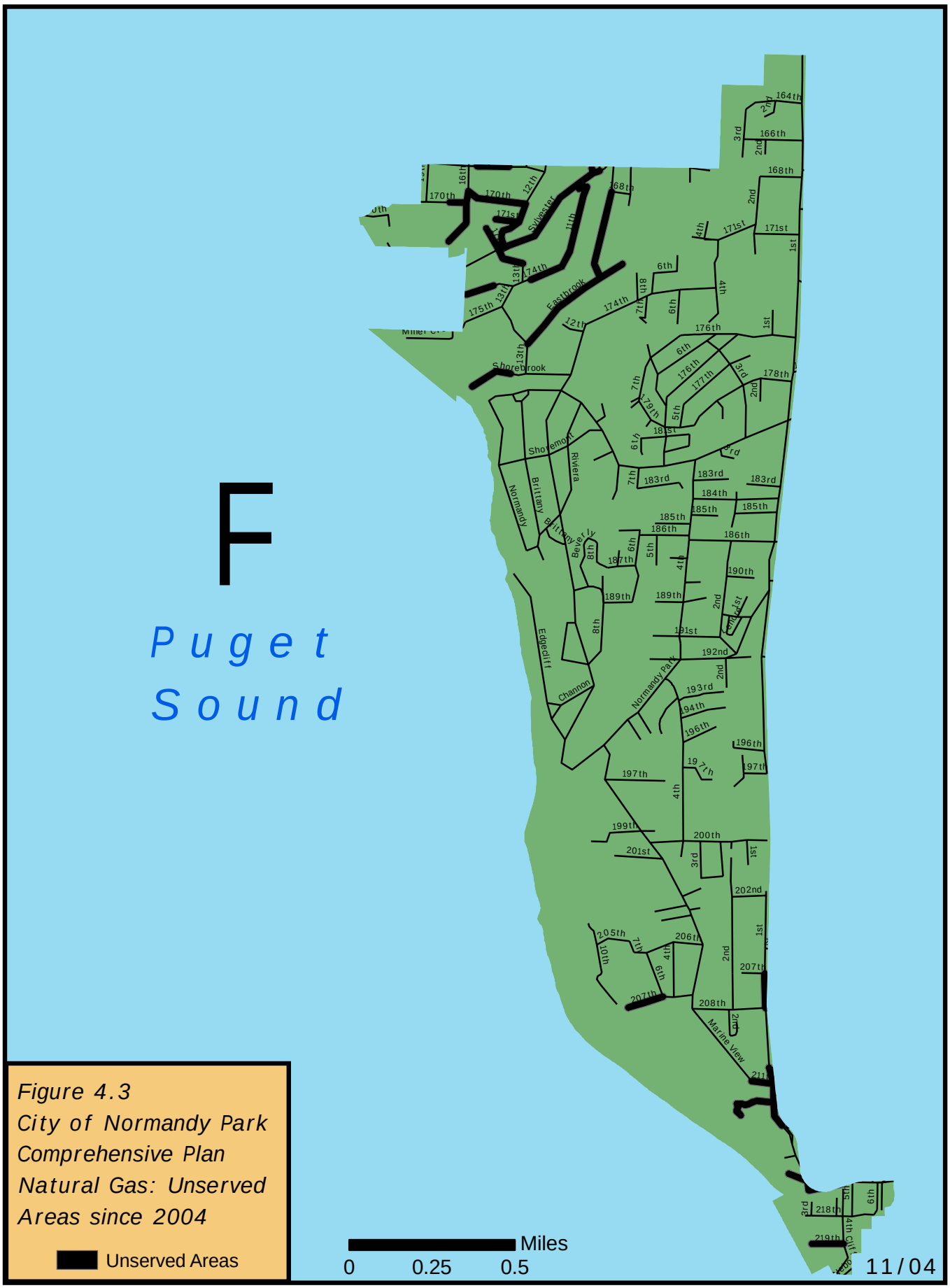

Figure 4.3
City of Normandy Park
Comprehensive Plan
Natural Gas: Unserved
Areas since 2004

Capital Facilities Element

I. INTRODUCTION

The 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, and
- A requirement to reassess the land use element if funding falls short of meeting existing needs, and to ensure that the land use, capital facilities plan, and financing plan sections in the capital facilities plan element are coordinated and consistent.

This element reviews existing facilities and plans developed by the city and other entities. The review identifies potential issues and concerns regarding either the existing services or the current plans, followed by an analysis of the levels of service (LOS) provided by each service. The LOS and the land use plan will be compared with desired services to identify potential gaps, deficiencies, or needs associated with supporting the present and forecasted future population of the city.

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.

A. Summary of Findings on Facility Capacity

- General government facilities, for the most part, are adequate to support current and forecasted future needs.
- The overall supply of parks adequately responds to community needs and expectations and can continue to support anticipated population needs at acceptable levels of service. While the supply of active park facilities is below generally recognized levels of service, it currently meets the community's expectations. These

expectations could change over time, requiring additional facilities. Significant new residential developments are required to mitigate their potential impacts on park facilities by providing on-site facilities.

- Normandy Park's street capacity is generally above the desired levels of service. While design standards are lower than usually found in other urban areas, these lower standards are appropriate and acceptable to the community, with the following exceptions:

  * A linked network of sidewalks is needed for increased pedestrian safety.

  * A series of ongoing street overlay projects is needed to protect existing roadways.

  * The Sylvester bridge needs to be reconstructed.

  * While First Avenue intersections generally are functioning at appropriate levels of service, the intersections at SW 171st, SW 178th, and SW 208th Streets could fall below the established LOS during the planning period.

  * In general, water distribution systems are adequate for current needs and are capable of responding to anticipated growth.

B. Summary of Findings on Financial Capacity

An analysis of the city's financial condition finds the following:

- The city currently has the capacity to support and sustain its current levels of service but may need to adopt changes in its fiscal operation to meet capital facilities needs in the future.

- The existing capacity is able to accommodate the forecasted low growth rates.

C. Summary of Conclusions on Issues and Needs

Major financing needs for capital facility projects anticipated during the 2005-2011 planning period include:

- Implementation of the proposed sidewalk program (detailed in the transportation element);
- Replacement of the Sylvester bridge;
- Implementation of the Surface Water Management Plan;
- Completion of Phases 2 and 3 of First Avenue South improvements; and
- Completion of the Park Improvement Program.

D. Summary of Conclusions on Land Use/Facility Balance

The GMA requires that the Capital Facility Plan be capable of supporting the needs of the land use plan. For the most part, the forecasted population can be accommodated by the existing infrastructure with only minor reduction in the level of service. 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.

The exception is the probability that new development along First Avenue South, particularly commercial development, would reduce the LOS for traffic turning onto First Avenue South from side streets in the vicinity of the two major commercial areas. However, costs to mitigate those traffic impacts would be borne by the developers, so no capital amounts for those costs have been included in this analysis.

II. INVENTORY AND ANALYSIS

A. Current Facilities

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. The major capital facility 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.

Water Services

The city is served by three separate water districts: Highline Water District, Water District 49 and Water District 54. Each of these districts is an independent special purpose district governed by an elected board that has its own staff, and each serves an area and population significantly larger than Normandy Park. Detailed information about each of the water districts can be found in the utilities element and in the districts' respective capital facilities plans, referenced at the end of this element.

Sanitary Sewer

Sanitary sewer services are provided by the Southwest Suburban and Midway Sewer Districts. A description of the districts' services is provided in the utilities element. Their future development plans can be found in their respective capital facility plans, referenced at the end of this element.

Surface Water Management

Current Services

Surface water management services are provided primarily as an adjunct to the development and management of streets, such as providing drainage ditches, culverts, and other facilities. Any new commercial or residential development is responsible for mitigation of surface water or drainage impacts as a part of development approval. This case by case mitigation of drainage impacts, management of street projects, and the city's completion of the surface water management projects shown in the capital facility plan should provide sufficient management of surface water hydrology.

Development Plans

The city completed a comprehensive surface water management plan in November of 1992 and established a storm water utility and amended surface water management regulations in January of 2004. The 1992 plan addressed projects required within the city itself and joint projects involving storm management needs that crossed city boundaries. The plan identified $748,806 (1992 dollars) worth of capital needs over a six-year period. The current plan identifies $2,291,000 worth of capital needs in 2004 dollars. Part of the cost of funding the projects will be covered by a utility charge, initially set at $10 per single family dwelling.

A list of surface water management projects is included in the capital facilities plan at the end of this element.

Schools

Current Services

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 currently has a capacity (including six onsite portable classrooms) of 525 students and enrollment of 478. Enrollment varies, but has been generally decreasing.

Enrollment at Marvista Elementary School						
1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04	2004-05
509	490	495	480	463	478	469

Needs

Highline School District has developed a series of standards as a basis for developing its bond proposals. These standards represent the District's preferred level of service standards for capital facilities, including the following key features:

General: 25 Students per class at 900 square feet per class. Availability of multimedia labs. Support for community use of playfields, gym, library cafeteria and meeting rooms.

Elementary Schools: 26 class rooms. 4 All-day kindergarten classrooms. Area for future pre-school areas.

Development Plans

Depending on passage of bond issues, Marvista Elementary is slated for a major renovation in 2007. This will include replacing the older buildings, and updating the 1991 addition.

Parks & Recreation

The city adopted a six-year parks improvement plan in March, 2003. 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:

Current Services

The City of Normandy Park has 99 acres of parkland, 94 acres open to the public. The remaining five acres are at Nist Park, scheduled to open in the fall of 2004. There are five destination parks, one neighborhood park, one low-intensity nature preserve and twelve mini-parks. Eighteen acres are developed with active play or recreational facilities, while most of the remaining area is composed of nature areas with trail systems suitable for walking, jogging, and biking.

A brief description of each park follows:

City Hall Park: City Hall Park, 7.85 acres, is the city's primary high intensity use area with developed play fields and other recreational facilities. It is located adjacent to city hall and includes a gym, meeting rooms and other all-purpose rooms capable of supporting a wide variety of activities.

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, community gardens, a paved, accessible trail and other facilities. Principal uses include walking jogging, children's play, gardening, and informal field sports.

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. No further major development is planned.

Nature Trails Park: This park provides 19 acres of wooded nature park in the central part of the community. It has a loop trail and a small parking lot. Principal uses are trail walking, jogging, nature study, and bicycling. No further major development is planned.

Nist Property: This 5.2 acre property was donated to the city in 2000. The city is currently developing a vision and design for this centrally located park.

Walker Preserve: Walker Preserve is a 30-acre greenbelt that extends east and west through a long area of northeast Normandy Park. It contains native woodlands with a creek and high bluffs on either side. A walking trail runs through the preserve.

In addition to public facilities, there is also a privately owned facility, Normandy Park Cove Beach Property, which is jointly owned by many of the city's property owners. In past surveys of recreational usage, this private facility showed the highest level of use among all of the available recreational sites. There are two privately owned swim clubs within the city.

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

Current Needs

Although the city has a low supply of publicly owned recreational facilities such as tennis courts, swimming pools, fully developed sports fields, and indoor sport facilities compared to other cities, the park system provides a substantial amount of passive park and lower intensity neighborhood activities.

According to a survey conducted by the city's Park Board, the three major needs are: 1) more walking trails; 2) facilities, such as restrooms and benches, to support existing parks; and 3) renovation and maintenance of existing facilities.

Future Needs

The park system should be able to accommodate the small amount of growth anticipated in the planning period without deterioration in the quality of service. However, future needs may be altered if the demographics of the city change. Younger adult age groups, for example, tend to demand more active forms of recreation than are currently provided.

Libraries

Current Services

Normandy Park is served by the King County Regional Library system. The regional system is governed by an independent board, appointed by King County. 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, however, a library outpost that includes limited reference materials and a terminal for accessing the King County Library System catalog is located in Normandy Park City Hall.

Current and Future Needs

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.

Public Safety Facilities

Police

The Normandy Park Police Department provides local law enforcement services for the city. The department maintains 12 full time police officers, including two sergeants, an assistant chief, and the Director of Public Safety. There are also 1.5 support officers. There is approximately one law enforcement officer for every 529 people living in Normandy Park. This ratio is comparable to that of other cities the size of Normandy Park.

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.

With existing staff levels and physical facilities, the department's unofficial law enforcement response time is three minutes or less for emergency calls and five to seven minutes for non-emergency calls. Anticipated growth in the city is not likely to alter the response characteristics of the department, although an increase in multifamily housing may result in more calls than from single family areas.

Police activity is illustrated on the following table:

POLICE ACTIVITY					
	1999	**2000**	**2001**	**2002**	**2003**
Calls for Service	4107	3670	3278	2646	2659
Other major reports	768	739	538	489	580
Thefts	137	144	133	132	96
Burglaries	36	32	25	26	31
Malicious Mischief	89	29	38	41	30
Arrests – Misdemeanor	n/a	67	52	99	59
Arrests – Felony	n/a	28	16	15	28
Arrests – Warrant	n/a	102	80	68	55
Other Case Reports**	768	739	538	489	580

* Calls that resulted in no action

** Miscellaneous complaints such as alleged nuisances, suspicious people, found properties, citizen assists, false alarms, etc.

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.

Fire

Fire services are provided by Fire District Number 2, servicing 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.

General Government Facilities

General city services, including administration and finance, planning, public safety 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. Four public works employees occupy about 600 square feet of office space in Old City Hall located in Marvista Park. 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.

Street Facilities

The internal streets of the city were developed during the 1940s and 50s when the residential areas were developed. These streets have remained largely unchanged except for surface improvements, widening and similar alterations. Traffic volumes have grown, consistent with growth patterns. Since the city is predominately residential, with little through traffic on internal streets, the existing streets generally can accommodate traffic volumes at high levels of service.

The major exception is First Avenue South, which serves as a regional arterial carrying average daily traffic volumes of about 17,428 (1999 data) along the city's periphery. Since much of First Avenue is a state highway, the state is primarily responsible for its maintenance and upkeep. In the future, the state may construct a new alternative route for this highway, lowering traffic volumes by as much as 50%. If that occurs, First Avenue South may be deleted from the State Highway System and become the responsibility of local jurisdictions.

Street Lighting

The city provides street lighting as part of its provision of general services covered by general taxes. The city intends to create a streetlight utility, as in the past, once state legislation allowing it is passed.

General Street Improvements

Every year the Public Works Department identifies necessary street improvement projects in its annual Transportation Improvement Program (TIP). The 2004 TIP is

included as a part of the Six-Year Capital Facilities Plan included at the end of this Element.

Bridge

The Sylvester Bridge does not meet current design criteria for bridges and will ultimately require replacement. However, this deficiency does not pose any immediate hazards and its safety is routinely monitored. It is listed along with other bridges in the state for federal and state assistance. Funding of these projects is by priority, according to the potential hazard.

Intersections

The transportation element includes estimated level of service (LOS) at various intersections in the city along First Avenue. Standard engineering methodologies are used to determine LOS, rating the ability of traffic to flow through an intersection on a scale of A to F, with A being the best and F the poorest. A LOS rating lower than C is considered "poor." For most of the time, the streets in the city operate between LOS A and C; well above the LOS C recommended in the transportation element.

Based on traffic studies conducted in 1999 and 2004, however, some of the intersections along First Avenue South have lower LOSs during the weekday peak afternoon hours (4-6 p.m.): at 171st the LOS is F for left-turning travelers, at 178th the LOS for eastbound travelers is E and for westbound D, and at 208th the LOS for eastbound travelers is D. Given the relatively low volume of overall traffic, these delays are acceptable. However, if volumes on First Avenue increase dramatically, the delay at these intersections could become unacceptable to the city.

First Avenue South

Previous analysis of potential First Avenue South needs identified $23.2 million dollars of improvements for widening and multimodal enhancements for phases II and III. Phase I of the improvements, from the northern city limits to S. 172nd Street, was completed in June 2004 for a total cost of $3,565,635.

Sidewalks

The Transportation Element includes a pedestrian plan recommending the development of a sidewalk system along all of the major and secondary arterial streets. A sidewalk system would enhance pedestrian safety and add to the city's recreational resources by increasing areas for safe and easy walking or jogging. The trail system links various residential areas, commercial areas, and other recreational facilities into a complete pedestrian transportation system. The characteristics of that program are described in the Transportation Element.

Sidewalk Improvement Program*	**Length (Miles)**	**Width (Feet)**
North/South Linkages	1.20	5
Pedestrian Only ROW	.15	5
East/West Linkages	1.87	5
TOTAL	**3.22**	
***excluding 1st Ave improvements		

The 2004 Six-Year TIP includes nine proposed sidewalk projects (excluding 1st Avenue South multi-modal improvements).

B. Gaps, Deficiencies, and Needs

The analysis of existing facilities, appropriate levels of service and current facility plans allows gaps, deficiencies, and needs to be identified. While these terms are interrelated, each term identifies a slightly different type of facility issue to be addressed.

Gaps: The term "gap" identifies a difference between the development potential in the land use plan and the potential supply of facilities needed to support new development at a level of service that is adequate.

Deficiencies: The term "deficiency" refers to an existing absence of a facility to serve existing uses or activities at an acceptable level of service.

Needs: The term "need," as used in this discussion, identifies new facilities or an extension of facilities to increase the current level of service.

Most of the projects on the capital facilities plan fall into the category of “needs,” and one, replacement of Sylvester Bridge, would be considered a “deficiency.” The only potential “gap” would result from increased traffic coming into and leaving new development along First Avenue South, particularly commercial traffic. However, any decrease in level of service would be mitigated by the developer, so no amounts for those potential capital improvements are included in the city’s capital facilities plan.

Summary of Needs and Deficiencies

The following "Needs" and "Deficiencies" for the city have been identified:

Needs		**Estimated Cost**
STREET IMPROVEMENTS		$ 118,000
WALL IMPROVEMENTS		564,000
FIRST AVENUE IMPROVEMENTS		23,309,000
SIDEWALK IMPROVEMENTS		3,294,000
SURFACE WATER MANAGEMENT		3,170,000
Planning Projects	100,000	
Capital Improvement Projects	2,291,000	
2004-2009 Planning & Capital Expenses	747,000	
Yearly Planning Costs	32,000	
PARKS IMPROVEMENTS		495,000
SUBTOTAL NEEDS		$30,950,000
Deficiencies		
BRIDGE REPLACEMENT		2,128,000
Gaps		
NONE IDENTIFIED		0
TOTAL		**$33,078,000**

C. 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, and 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.

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Enterprise Funds

Utilities are usually organized as enterprises within a local government's financial structure. In Normandy Park's case this consists of a surface water management fund.

Revenues generated from the storm water management fee can be used only to support capital investments to enhance the city's ability to manage surface water.

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 and 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 administer 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 and 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.

Existing Financial Conditions

In terms of assessed value and incomes, Normandy Park is well above average. The city's assessed value grew substantially between 1990 and 2004, with a total assessed value approaching $1 billion. Assessed value appreciates very irregularly, with periods of slow appreciation followed by periods of rapid appreciation. Generally, however, property tends to appreciate faster than the general rate of inflation over the long term in growing regions such as Puget Sound.

While revenues have been flat to declining in recent years, most expense categories are also declining when adjusted for growth and inflation. The exception to the decrease in expenses is for increased park costs, reflecting the addition of park facilities to the city in recent years.

The city maintains special purpose funds including street funds and several capital funds that have been used over the years. Due to the investment in the First Avenue South

improvement project, the capital improvement fund has very little reserve. An analysis of the general fund indicates that the city will need to continue to use its property taxes for general government, not for capital improvements. Consequently, the city will have difficulty financing additional, substantial street capital improvements without outside support such as grants or an excess levy.

D. Analysis of Needs and Financing

Forecasts Of Fiscal Capacity

Currently, due to decreasing shared revenue resources, there is no capacity to fund capital improvements from the general fund. Therefore, the city must rely on grants, loans and other financing mechanisms such as general obligation bonds or a levy lid lift to complete its capital facilities projects.

Funding Requirements

The following amounts would be needed to address the needs and deficiencies identified in Section D.

GENERAL GOVERNMENT FUNDS	
GENERAL GOVERNMENT	
Street Widening & Improvements	$ 118,000
Wall Improvements	$ 564,000
Bridge Replacement	$ 2,128,000
First Avenue Improvements	$ 23,309,000
Sidewalk/Bicycle Improvements	$ 3,294,000
Parks Improvements	495,000
Subtotal	$ 29,908,000
UTILITY FUNDS	
SURFACE WATER MANAGEMENT PLAN	
Capital Improvements	$2,291,000
Subtotal	$ 2,291,000
TOTAL	**$ 32,199,000**

General Governmental Needs

Given the shortfall in funds available to complete the city's capital facility projects, hard choices have to be made. Not all the general governmental projects have the same urgency, either in terms of correcting an immediate problem or responding to an unmet need. The most "urgent" issue in the general governmental capital program is ensuring a regular program of street maintenance and improvements to avoid a backlog of funding requirements. It is more cost effective to make improvements on a regular basis. For example, a regular six-year program of approximately $20,000 per year could address the $118,000 for street overlays. The sidewalk development program may also lend itself to implementation out of current revenues, since it consists of a series of improvements that are not directly interlinked. However, due to the costs, a 20-year program would still require approximately $165,000 per year for sidewalk improvements.
Funding both the sidewalk and the ongoing street capital programs in a similar manner would allow these two related activities to be effectively coordinated, combining sidewalk projects with street improvements where appropriate.

The larger street project needs are appropriate for grant funding programs. The First Avenue projects will benefit through traffic as much as they will Normandy Park resident traffic. Under a grant, city residents would be responsible for only a proportionate share of the total costs, which is a reasonable allocation. While the bridge project is more local in character, the city should still be able to benefit from the specialized grant programs designed for this purpose.

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 3100 square feet (the imputed average of impervious surface per residence), then multiplied by $10 to arrive at the total fee.

III. GOALS, OBJECTIVES, POLICIES, AND CAPITAL FACILITIES PLAN

GOAL 5: CAPITAL FACILITIES

Protect and enhance the character and livability of Normandy Park by maintaining and enhancing the city's public facilities to ensure an adequate level of service for existing and future development.

Objective 5.1
Ensure that capital improvements necessary to implement the comprehensive plan are provided when they are required.

Policy 5.1.1: 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).

Policy 5.1.2: Emphasize the following concepts for management of capital facilities :

a. Provide preventive maintenance and cost-effective replacement of aging elements;

b. Extend and upgrade capital systems. New development system extensions are the responsibility of those desiring service;

c. Inspect systems to ensure conformance with design standards; and

d. Reduce the potential for service rate increases through effective fiscal management and realistic and equitable rate structures.

Policy 5.1.3: 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.

Objective 5.2 Ensure that the continued development and implementation of the CFP reflects both the policy priorities of city council and consistency with other elements of the comprehensive plan.

Policy 5.2.1: Assign a high priority of funding to projects that are consistent with the adopted goals and policies of the city council.

Policy 5.2.2: Fund projects only when incorporated into the adopted city budget.

Policy 5.2.3: Evaluate capital projects not included in the six-year CFP for consistency with the comprehensive plan prior to their inclusion in the city's annual budget.

Policy 5.2.4: Update the six-year CFP annually prior to the city budget process.

Policy 5.2.5: Include an identification of maintenance costs for any city capital proposal costing more than $50,000.

Objective 5.3.
Actively influence the future character of the city by managing land use change and by developing city facilities and services to direct and control land use patterns and intensities.

Policy 5.3.1: Allow development only when and where such development can be adequately served by essential public services without reducing levels of service below adopted standards there or elsewhere.

Policy 5.3.2: If adequate facilities are currently unavailable and public funds are not committed to provide them, developers must provide facilities at their own expense.

Policy 5.3.3: Use the following level of service guidelines to evaluate whether existing public facilities are adequate to accommodate the demands of new development:

Facility	Standard Guidelines	Design Criteria
A. Transportation:		
1. Street System	**Level of Service:** Collector Arterial and Major Arterial: "C" ("E" for intersections at 1st Ave and 178th and at 208th. Local Access and Minor Arterial: "C" All Others: "A"	
2. Pedestrian System	Provide appropriate sidewalks or paths for new development along a pedestrian corridor, as designated in the Transportation Element.	See Road Standards
B. Fire:	**Rating:** Encourage the Fire District to maintain and improve its current insurance rating of 4. **Fire Flow:** Allow single family developments only if the Fire Marshall assures adequate fire flow.	Multiple family, and business and commercial areas, including schools, shall be served by fire flow capacity requirements of the applicable water district. Coordinate land use planning, development review and fire protection facility planning to ensure that: a) site design provides sufficient access for fire protection; b) adequate fire protection and emergency medical service are provided; and c) project designs minimize the potential for fire hazard.
C. Police:	**Response Time:** Maintain the Normandy Park Police Department goal of a 3-minute response time for emergency calls.	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; and c) project designs discourage criminal activity.

Facility	Standard Guidelines	Design Criteria
D. Parks:	**Citywide:** 12 acres of multi-purpose parks per thousand population. **Neighborhood Park:** *Service Area:* Approximately 1/2 mile radius *Size:* No minimum to 15+ acres *Standard:* 2 acres per 1,000 population **Community Park:** *Service Area:* Approximately 1 - 2 mile radius *Size:* Approximately 2 to 20+ acres *Standard:* 5 acres per 1,000 population	Require appropriate measures in new subdivisions or large multifamily developments, to avoid lowering the level of service below existing levels. See Park Plan for details.

Facility	Design Criteria
E. Water:	Comply with the design standards of the appropriate water district. Do not permit additional development on dead-end lines unless adequate fire pressure and water quality is assured.
F. Sanitary Sewer:	Design sanitary sewer systems serving new development according to the standards of the SWSSD or Midway Sewer, as appropriate. All existing septic tank installations are subject to periodic inspections.
G. Surface Water Management:	Design drainage facilities serving new development in accordance with the city's Surface Water Management Plan.

Policy 5.3.4: Ensure that a development does not cause the level of service on a capital facility to decline below the standards set forth in Policy 5.3.3, unless capital improvements or a strategy to accommodate impacts are made concurrent with the development. "Concurrent with the development" means that improvements or strategy are in place at the time of the development or that a financial commitment is in place to complete the improvements or strategies within six or fewer years, at the city's discretion.

Policy 5.3.5: 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.

Policy 5.3.6: Ensure that new or expanded capital facilities are compatible with surrounding land uses and have a minimal impact on the natural or built environment.

Objective 5.4
Finance the city's capital facilities projects in an economic, efficient, and equitable manner.

Policy 5.4.1: Require the primary beneficiaries of a new facility to bear the costs of new capital facilities.

Policy 5.4.2: Use general revenues to fund projects that provide a general benefit to the community.

Policy 5.4.3: Consider long term borrowing as a method of financing for large capital facilities that benefit more than one generation of users.

Policy 5.4.4: Use special assessment, revenue and other self-supporting bonds, where possible, instead of tax-supported general obligation bonds.

Objective 5.5
Develop a system of parks and recreation facilities that is attractive, safe, and available to all residents.

Policy 5.5.1: Develop regulations to require dedication of, or payment in lieu of, parklands for new subdivision and multifamily residential development.

Policy 5.5.2: Cooperate and coordinate with the Highline School District, other public agencies and private groups to meet the recreation needs of the city.

Policy 5.5.3: Develop a system of trails throughout the city, with priority on implementation of the sidewalk program outlined in the transportation element.

Policy 5.5.4: Consider opportunities to obtain additional lands and facilities for parks throughout the city, particularly in those areas facing the most potential development.

Policy 5.5.5: Periodically review recreational demand and usage to consider whether additional capital programs for parks should be considered.

Objective 5.6
Establish criteria for the siting of essential public facilities in Normandy Park.

Policy 5.6.1: Cooperate with the state in its site selection process for essential public facilities, while acknowledging that the state must:

a. provide a justifiable need for the public facility and its location in Normandy Park based upon forecasted needs and a logical service area; and
b. must establish a public process by which residents of Normandy Park have an opportunity to meaningfully participate in the site selection process.

Policy 5.6.2: 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.

Policy 5.6.3: Encourage the multiple use of corridors for major utilities, trails, and street rights-of-way.

Policy 5.6.4: Base the siting of public facilities on, but not limited to, the following criteria:

a. specific facility requirements (acreage, transportation access, etc.);
b. land use compatibility;
c. potential environmental impacts;
d. potential traffic impacts;
e. fair distribution of such public facilities throughout the county; and
f. citizen safety.

Policy 5.6.5: Identify and allow for the siting of essential public facilities in city plans and development regulations. Work cooperatively with surrounding municipalities and King County during siting and development of facilities of regional significance. Site King County facilities according to the interjurisdictional process established by the Growth Management Planning Council.

Objective 5.7
Continue to monitor the need for additional areas for the open space, parks and public facilities land use category.

Policy 5.7.1: The open space, parks and public facilities land use category is for areas devoted to public facilities such as schools, water and wastewater facilities, city buildings and city-owned parking lots, and to acknowledge and reserve sites planned for public purposes.

Objective 5.8 Ensure that public facilities and services necessary to support development are adequate to serve the development without decreasing service levels below adopted level of service standards.

Policy 5.8.1: Ensure that new development does not outpace the city's ability to provide and maintain adequate public facilities and services by allowing new development to occur only when and where adequate facilities exist or will be provided.

Policy 5.8.3: Require developers to provide information on the impacts a proposed development will have on public facilities and services. The city will evaluate the impact analysis and determine whether the development will be served by adequate public facilities.